The Outlook

NOVEMBER 9, 1921

HE PERSONNEL OF THE ARMS CONFERENCE

THE official announcement of the names of those who are to serve as chief delegates from the chief Powers at the Arms Conference in Washington comprises a list of uncommon interest.

From Great Britain are to come Premier Lloyd George (unless detained by unforeseen events), ex-Premier Balfour, Lord Lee, and Sir Auckland Geddes, British Ambassador to Washington. The fitness of the presence of the two most prominent Britons at the Paris Conference is of course evident to all. The choice of Lord Lee is no less happy. Himself half American, because, as he says, Lady Lee is American, he has also seen much service here as military attaché of the British Embassy, while his present position as First Lord of the Admiralty gives a prime interest in any meeting called to consider the limitation of armaments. The propriety of the choice of Sir Auckland Geddes is also apparent.

From France are to come Premier Briand, ex-Premier Viviani, Colonial Minister Sarraut, and M. Jusserand, Ambassador at Washington. If any men can plead the special and appealing cause of France, they should be the resourceful Briand and the eloquent Viviani—indeed, some Congressmen who could not speak French resented the translation by Senator McCormick of the speech Viviani delivered before Congress, so full of meaning were his voice and gestures. French colonial interests in the Pacific, which may be affected by the conclusions of the Conference, should be well represented by the French Colonial Minister. But what American needs to learn of M. Jusserand's all-round competence?

ITALY AND JAPAN

FROM Italy are to come to the Arms Conference Senator Carlo Schanzer, ex-Minister of the Treasury, a man of former Austrian affiliations, as his name indicates; Filippo Meda, another ex-Finance Minister and leader of the Clerical Popular party—even in the period when Pius IX kept Catholics from taking part in politics Signor Meda was showing his co-religionists the necessity to combat the Socialists with their own political weapons; Luigi Albertini, editor of the Milan "Corriere della Sera," the most widely read newspaper in Italy (Signor Albertini, it may be remembered, turned the influence of his powerful paper towards a conciliatory Fiume policy); finally, Signor Ricci, the erudite Italian Ambassador at Washington.

From Japan comes a delegation of peculiar picturesqueness and interest. It is headed by no less a personage than Prince Tokugawa, head of a house whose Shoguns helped to rule **Japan** for three hundred years. The Prince is also President of the House of Peers in the Japanese Parliament. The choice of such a man as head of the delegation to Washington is taken as indicating the importance attached by Japan to the Conference. The other delegates are Admiral Baron Tomosaburo Kato, Minister of the Navy, a man of signal competence, and Baron Kijuro Shidehara, Japanese Ambassador at Washington.

AUSTRIAN AND GERMAN FINANCE

THE newspapers have recently been filled with headlines saying that Austria is already in and Germany is on the verge of a financial abyss. This was only to be expected. A trusted correspondent of The Outlook, Mr. W. C. Gregg, who as a manufacturer and importer is practically familiar with economics and finance, cabled The Outlook last April that both Austria and Germany were then pursuing a course which would inevitably lead to catastrophe. He said in The Outlook of April 27:

> Like Russia, Austria is a political experimental laboratory. The cost is borne mostly by the experimenters. The rest of the world can learn a lot if it wants to.
>
> If we wish to know about food control, Austria dictates the price at which bread shall be sold. She buys wheat at the market price, sells to the bakers at a great loss, and finishes a year with a deficit for this item about equal to one-half her entire revenues. Do we want to know about housing? Austria maintains the pre-war rental rates, but the value of her paper money has fallen so that a landlord who was formerly receiving one hundred dollars a month is now getting only seventy-five cents a month for his property. Before the war five Austrian crowns equaled a dollar; now it takes seven hundred of them. Figure it for yourself. Shall we investigate railway control? Austria can tell you all about it. She has lost in one year eleven billion crowns—an amount equal to two-fifths of her total revenues—but she makes a passenger rate as low as six cents for one hundred miles. Her highest *de luxe* train fare is one-half cent a mile. How large an annual deficit dare a government incur? Austria dares to the tune of seventy-one billion crowns expended, with revenues totaling twenty-nine billions. Do you ask about the amount of paper money in circulation and their gold reserve? The first is ninety-two billion crowns, the second about one-third of one per cent of it. The result of all this is just short of chaos.

Germany is doing the same kind of thing except, perhaps, on a smaller scale. The expenditures of the Government greatly exceed its receipts. It makes up the deficit by printing fiat money. The final result is inevitable.

Be the causes or motives what they may, the people of Central Europe are in a desperate financial condition, and all of them are looking to the American people and the American Government for help. To help individuals with food and clothing and other commodities is one thing; to help the existing Governments financially is another. The financial steps which the United States Government takes to help Europe in her present plight, which is partly the result of extravagance and partly the result of foolish social and economic experiments, should be taken with the very wisest of caution and consideration.

LLOYD GEORGE UPHELD

THE center of interest in the Irish question shifted last week from the Conference to Parliament. Like Briand, Lloyd George will come to the Washington Conference (if he does come) with an overwhelming vote of confidence from the people as represented in the House of Commons—the actual vote was 439 to 43. The opposition was composed chiefly of a small but bitter group of Unionists who all along have opposed any dealings with what they call the Sinn Fein "murder gang." In his speech Lloyd George admitted that De Valera and his colleagues did not hold a direct mandate from a majority of the Irish people, but, he asked, "Who else is there with whom to deal?" He did not present a hopeful view of the outcome of the Conference. The matter might, he said, very probably come to a critical point within a few days.

With every emphasis possible Lloyd George affirmed that the choice was between three things—to make Ireland an independent nation, to rule it as practi-

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cally a crown colony, or to find some basis of self-government for Ireland which would not endanger the safety of the Empire. In a voice full of emotion he said:

> If the security of this country is menaced, if the throne is repudiated, if this Empire is to be mutilated and Ireland established as an alien country on our most vulnerable flank, free to make any arrangements with the enemies of this country, free to make war on our commerce, if Ireland walks off with her freedom, leaving Britain staggering alone under the burdens thrown upon her for benefits which every Irishman in the world is sharing to-day, whether in this country, the Dominions, or America; if arrangements are insisted upon which will mean civil war between Catholic and Protestant, then Britain, I feel confident, will make the necessary sacrifices to face the necessary risk and avert such evils.

The Prime Minister made short work of the contention that Parliament ought to be consulted at every stage of the Conference, which was the nominal basis of the proposed censure of his conduct. Such a course would bring no result, he said. Moreover, nothing whatever that might be done at the Conference could go into effect without the approval of Parliament.

As to complaints that the new Home Rule Parliament of Ulster was not functioning adequately, he explained that the intention of the Home Rule Law was to put into operation at the same time separate Home Rule Governments in Ulster and southern Ireland, but that southern Ireland had refused to form a Parliament. The present intention, he said, if the negotiations should fail, was to strengthen the Ulster Government by law if possible, and if not, to establish what might be called crown colony governments in both northern and southern Ireland.

In answer to those who would say, "Drop these negotiations; crush the rebellion first, then deal with Ireland as seems just in the eyes of Parliament," the Prime Minister asked the country to face the facts and to understand that the Government was striving to do everything that could reasonably be expected by the civilized world to avert the evils of guerrilla warfare, additional taxation, and a call to arms, which was the last thing desired by the young men of the country.

A THREAT THAT FAILED TO TERRORIZE

THE threatened railway strike collapsed rather than was averted. From its inception it was a poor piece of industrial war tactics. The main demand of the Brotherhoods (and the sole demand of at least one of them) was to get rescinded the cut of 12 per cent in wages that went into effect on July 1. Having put this forward as their cause, the unions must be judged by it. Now, if there is one thing about which the people at large have made up their minds, it is that business requires a reduction of freight rates and that, under the present condition of railways, that reduction cannot be had without lowering wages. The cut authorized by the Labor Board was an accomplished fact, and in their hearts the labor leaders knew it. Rather late in the day President W. G. Lee, of the Brotherhood of Trainmen, declared that the causes of the strike order included also proposed further reductions of wages and proposed changes of rules. This did not improve matters much, for it amounted to a demand for decisions by the Labor Board on matters that it had not discussed—that is, to grant labor's demands in advance under a threat to paralyze the industries of the country! When the Labor Board properly announced that it would consider these matters in due course, the labor leaders, already dismayed by the unanimity of the public in condemning their threat, drew what comfort they could from the fact that in the natural order of things this would mean at least a delay of months in any wage cut or change of rules—all of which they might perfectly well have discovered at the outset.

One lasting benefit of the abortive attempt to employ threats instead of reason is the conviction that neither the American people nor their Government will tolerate a conspiracy to stop the wheels of industry. As in England, where the proposed combined strike of mining, railway, and transportation unions broke down under pressure of outraged public sentiment, so our railway unions really shrank from the monstrous calamity their minds had conceived. Their success in obtaining the Adamson Law by threats is now more than overbalanced.

One lesson of the affairs is that the Labor Board should have power to enforce its decisions, and that unions and railway companies alike should be held by public sentiment to treat its rulings with respect and compliance. Both sides admit that they have erred in this respect. It is also pointed out that there is inconvenience if not absurdity in having two bodies, the Inter-State Commerce Commission and the Labor Board, dealing with different railway industrial questions, the first with freight, the other with wages.

An encouraging aspect of the agitation was the courage and efficiency with which the country faced the danger. Large numbers of men from other employments enrolled to act as engineers, firemen, and conductors, while the plans for emergency motor transport were extensive. The public is not quite as much at the mercy of threatened industrial anarchy as was supposed.

In abandoning the strike the men said that they would not fight against the Government. Most of the railway unions outside the Brotherhoods declined to join the movement, and in some cases (New Jersey, for instance) State branches of the Brotherhoods voted against the strike, largely, we judge, for the same reason. At present, then, American workingmen are anti-Bolshevist, for they have faith in the American Government and are loyal to it.

The railways are the highways of the Nation, they must be carried on in the interests of all the people, and must be under the ultimate control of the Government. Our public men, whether statesmen in Congress, captains of industry, or labor leaders, must see to it that this control is exercised with scrupulous regard to the rights of owners, employees, and the traveling and transporting public.

A MORAL BLOW WITH A PHYSICAL EFFECT

FEW men can pretend to be indifferent to moral judgments even when unaccompanied by physical or material injury. Thomas L. Blanton, a Representative in Congress from Texas, has won in debate a reputation for pugnacity; yet when, the other day, he was called before the Speaker's rostrum and received from the Speaker the censure of the House, which had been voted unanimously, he left the precincts of the House with head bowed and in tears, and then collapsed in a faint.

Mr. Blanton's offense was against his colleagues' sense of decency. He had obtained leave to print in the "Congressional Record" extension of remarks on the subject of the power of labor unions in the Government Printing Office. In the course of those remarks he quoted an affidavit subscribed to by an employee of the Printing Office describing what purported to be the conversation between himself and a labor union man, in which the labor union man was represented as using foul language. Though the phrases were somewhat disguised by the use of dashes, the matter was so disgusting that, to quote Speaker Gillette, it "could not have been delivered on the floor," and "could not have been

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A SOLEMN HUNTING IS IN HAND

(Titus Andronicus, Act II, Scene 1)

Gale in the Los Angeles Times

"WE CAN'T MAKE IT IN ONE STEP!"

Perry in the Portland Oregonian

WOULDNT IT BE A GOOD PLAN TO DISPOSE OF HIM NOW BEFORE HE GROWS ANY BIGGER?
JAPAN
INTERNATIONAL NEIGHBORHOOD
JAPANESE-U.S. DIFFERENCES
FAR EAST QUESTION
PERRY

THE TIGER CUB

From H. D. Foster, Portland, Oregon

Williams in the Indianapolis News

SOME FELLOW CAN ALWAYS USE SOMETHING IN DISCARD

From Miss Ruth Latshaw, Carlisle, Indiana

Sykes in the Buffalo Commercial

THE OLD HOME AIN'T WHAT IT USED TO BE

From Julius J. H. Hayn, Buffalo, N. Y.

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circulated through the mails in any other publication without crime."

If the conditions in the Government Printing Office are such as Mr. Blanton describes them to be, they ought to be remedied; but nothing can justify the means which Mr. Blanton employed to bring those conditions to public attention. In defending himself Mr. Blanton said that in his experience as District Judge foul evidence was printed in appeal records and appellate decisions. Such records, however, are not intended for public distribution, as the "Congressional Record" is, and in any case where foulness has to be encountered, the court-room is customarily cleared of all but those who have business there. Mr. Blanton may be exonerated of any intent to indulge in indecency himself, but he seemed to be ignorant of or to disregard the usual canons of decency, and he has suffered in consequences. This censure ought to serve as a warning to any man in the future who may be tempted to print in a public document what he would not be allowed to speak in a public place.

THE PRESIDENT BRINGS THE RACE PROBLEM BEFORE THE NATION

ELSEWHERE in *The Outlook* we publish telegraphic messages from four leaders of Southern opinion on the subject of the President's Birmingham address. These four men are representative of the best in the South, both white and colored. Together with these telegrams we publish excerpts from editorials in three leading Southern papers.

That a Republican President, speaking in Alabama upon the Negro question, should draw forth such commendation from Southern leaders of both races is in itself a heartening thing.

The President's speech has not only served to focus National opinion upon one of the greatest problems facing the United States, but it has also clarified the issues involved. We believe that as time goes on this fact will be recognized even more fully than it is at present.

The heart of the President's address is to be found most succinctly stated in the following passage. It begins with a quotation from an essay by Mr. F. D. Lugard which was published in a recent number of the "Edinburgh Review:"

> Here, then, is the true conception of the interrelation of color—complete uniformity in ideals, absolute equality in the paths of knowledge and culture, equal opportunity for those who strive, equal admiration for those who achieve; in matters social and racial a separate path, each pursuing his own inherited traditions, preserving his own race purity and race pride; equality in things spiritual; agreed divergence in the physical and material.

Concerning this statement of Mr. Lugard's the President says:

> Here, it has seemed to me, is suggestion of the true way out. Politically and economically there need be no occasion for great and permanent differentiation, for limitations of the individual's opportunity, provided that on both sides there shall be recognition of the absolute divergence in things social and racial. When I suggest the possibility of economic equality between the races, I mean it in precisely the same way and to the same extent that I would mean it if I spoke of equality of economic opportunity as between members of the same race. In each case I would mean equality proportioned to the honest capacities and deserts of the individual.

The President continues by a plea for the elimination of the word "equality" in the discussion of the social relations of the races and the substitution for this of a recognition of "a fundamental, eternal, and inescapable difference." He asks that the black man be permitted to vote when he is fit to vote and the white man be prohibited from voting when he is unfit to vote. He asks for equal educational opportunity which will enable the colored people to develop their own leaders capable of understanding and sympathizing with such a differentiation between races as he suggests. The President declares that he looks forward to a time when both the political solidarity of the white South and of the Negro race will be broken, and he urges the leaders of his own political party to lay aside every programme that looks to lining up the black man as a mere political adjunct.

It may surprise some people, particularly in the North, that there has been so little objection from the South to what the President said about limiting the right to vote to those who are fit to vote. The fact is that a number of Southern States have made their laws in accordance with this principle. They have provided that any man, black or white, who can read, who owns certain property, and who has paid his taxes can vote; thus testing the voter's intelligence, his thrift, and his patriotism.

The President's speech should be read and studied in full. There will be many, perhaps, both colored and white, North and South, who will disagree in part with the emphasis which he lays upon various aspects of the problem. There will be some extremists who will disagree with the speech *in toto* and for exactly opposite reasons. It is remarkable, however, that an address on so vexed a problem should have received such widespread approbation. In our opinion, the voice of approbation will grow in strength as time goes on. The prospect of such a growth is increased by the fact that the President, without losing sight of the ideals of political and social justice, has had the courage to keep his feet on the ground. His speech showed both courage and statesmanship.

CHINA AT THE CONFERENCE

FROM one point of view China's appearance at the Armament Conference is pathetic. Three times as big in population as the United States, China is not asked to have a word to say on the subject of armament; and is invited to the discussion of the Far Eastern question nominally as a participant but really as the subject of the inquest. Virtually helpless, China must intrust her interests to the charity of her friends and to dissension among her enemies.

Most schoolmasters in the course of their experience find in their charge some fat boy, indolent, easily imposed upon, unwilling to stand up for himself, disposed to tattle on others, troublesome, impudent, complaining. Of course the other boys ought not to impose upon him; they ought not to take away his cake and his rabbits; but he is very tempting, and, besides, he gets them into trouble because his very feebleness inclines him to be mean. He may have a fine family inheritance, and ultimately he may turn out to be a good fellow; but he is not a good companion or a wholesome influence among his schoolmates. Superficially at least, so China appears among the nations. For generations China has been imposed upon. The way in which Japan has got virtual control of Shantung is only the last, and in some respects the most defensible, of the impositions from which China has suffered. For the last hundred years the history of China has been largely a succession of humiliating experiences which China has suffered at the hands of foreign Powers. The map of China shows here and there spots indicating foreign possessions, but the map does not show the real control which foreign nations exercise in Chinese territory. A good argument can be framed to show that the Chinese brought these humiliations on themselves. Undoubtedly the Chi-

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ese persecuted the "Foreign Devils" without any idea of the retribution they were bringing upon themselves. On the other hand, it is not creditable to Western civilization that the opium trade was forced upon China as the result of a war. Unquestionably the Chinese have failed to maintain order within their boundaries to protect the rights which they had willingly given to others in return for benefits received, but China has never been treated with respect by foreign Powers.

There is reason for the situation in which China finds herself. Modern industrial states have felt increasingly the need of raw material and of markets. They have found some of their raw material in unsettled lands such as Africa, and they have found some of their markets in other civilized countries. They soon found, however, that in China they could obtain both raw material and a market. The resources of China are uncalculated and, at present at least, incalculable. Though China is thickly settled, its raw materials have been unexploited; but because it is thickly settled it is an enormous market.

Now if China were well governed there would be no trouble, or if there were trouble it would be of a different sort; but, though highly civilized in some respects and locally self-governing, China has had no national self-control. Indeed, China is said to lack nationality, and has been likened to mediæval Europe under the loose and artificial bonds of the Holy Roman Empire—a mass of incoherent principalities. Though this analogy between Europe of the Middle Ages and China of to-day is far from accurate, for China has a common civilization, a common culture, a common literary language, and a common experience in dynastic control which is unknown to European history, China is more a geographical expression than it is a nation or a unified, self-sustaining, self-protecting state.

Consequently, as the Western nations have sought for raw material and a market in China, they have got into difficulties with China and with each other over China.

In all this America was at first not a participant. While other nations were exploiting China America stood aloof. This was not primarily due to any conviction as to the immorality of exploiting China in this way, but to the fact that America was not a competitor for the markets of China or for its raw material, but was herself a source of raw material. America's chief exports were such products as cotton and wheat; so America could afford to look on and form its own judgments concerning what was happening in the East. Because she was disinterested, America could not only be, but, what is quite as important, appear to be, a good friend to China.

Gradually, however, America has herself become industrial and is more and more seeking raw material and markets outside of her own borders. We too want the raw products that can be obtained from China, and we too want to send our manufactured goods there.

So far, however, we have not sought for markets by seeking control of Chinese territory, as other nations have done. Without excusing the methods which European Powers and Japan have used to get such control, one can understand why it seemed essential for those nations to get territorial concessions which amount in many cases to the virtual exercise of sovereignty. If that trade is to be carried on, there must be order, protection to property, and such government as is necessary for the carrying out of agreements, the extension of credit, and all the other practices which accompany trade. Since China itself had no government that guaranteed safety and order, naturally these various nations felt it necessary to establish order and safety for themselves. Thus, beginning with Hongkong and ending with Shantung, pieces of China have passed under the control of foreign Powers. Now America has participated in loans to China, in building railways, and in other undertakings to provide means for foreign trade; but she has not so far taken any piece of China and has no desire for any piece of China. Whatever territory has fallen to America in the Far East, notably the Philippines, has not come at all as the result of any plan to further American trade.

Meanwhile another nation has been rising as an industrial power—Japan. Of course Japan's interest in China is very much more obvious than that of any other Power. As China's near neighbor she is concerned with what happens to China as perhaps no other Power is. Moreover, if Japan is to grow, she must either expand, finding new territory for Japanese emigrants, or she must find access to raw material which will help to support a growing industrial population at home. And Japan has chosen in this to pursue the methods of the European states. Territory which she thought she had secured after the war with China was kept out of her hands by other Powers, but she has managed so skillfully that she now has a hold upon China which at present is perhaps more relentless than that of any other nation. In the Shantung peninsula, it is true, she has nominally only a small territory about a harbor, but in fact she has the same control over the interior that a foreign Power would have over the trade and transportation of the Middle Atlantic States if it were in possession of New York. More than that, Japan is said by some critics to have virtual control over the Northern Republic of China. At present China is divided into two republics; the Northern, with its seat at Peking under a rather weak President; the other, under the Presidency of Sun Yat-sen, with its capital at Canton. It is the Northern Government whose representatives will be at the Conference; it is the Northern Government which is declared to be subject to very corrupting forces within its own borders; and it is this Northern Government which is declared by many observers, though denied by certain Japanese, to be under Japanese economic and even military control.

There are certain elements in Japan that are planning to dominate Asia by the very methods by which Germany tried to dominate Europe. The results in Germany's case appear not to have paid; they would not be likely to pay in Japan's case. Of this the most thoughtful Japanese are aware. Yet so long as other nations have their hands in China, Japan naturally is not going to let go.

It has been urged that all the Powers ought to withdraw from China and let Asia take care of itself. This is the argument of an unnamed writer, possibly a native of India, whose article is one of a number by different authors in the volume "What Japan Thinks."[1] This writer predicts the solution as practically the abolishment of capitalism by the triumph of Bolshevism in Asia. In view of the fact that Bolshevism in Russia has proved to be an attempt to transfer capitalistic power to the state directed by a small group, it does not appear to be very promising as a forerunner of peace; and in view of the further fact that the Bolshevist experiment in Russia is by the admission of its own leaders already greatly modified and in its original form, at least, an acknowledged failure, there seems little prospect of its spread to China. And if Asia is left to itself, does that mean that it will be left to the only Oriental country that so far has proved its power to govern—that is, Japan? If Asia is left to itself, does that mean the abandonment of Asia as a market and as a source of raw material? It does not seem likely that the forces of modern commerce can

[1] What Japan Thinks. Edited by K. K. Kawakami. The Macmillan Company, New York. $2. A collection of articles by various Japanese writers presenting widely differing opinions from widely differing points of view; full of information; a distinctly illuminating book.

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be controlled to that extent. Great enterprises are not willingly going to bankrupt themselves.

Unless the old processes by which foreign Powers got control of Chinese territory are to continue, and thus to bring about the ultimate disintegration of China, the Powers must either withdraw from Asia or must find some way by which to engage in trade there on even terms. The only way to preserve China's integrity is thus by what is known as the observance of the "Open Door." But this itself raises many questions. Are Mongolia and Manchuria an integral part of China, or are they proper fields for exploitation by Japan and Russia? Is recognition of Japan's special interests in China (such a recognition as is recorded in the Lansing-Ishii agreement) compatible with the Hay doctrine of the "Open Door"? Is China's integrity of itself worth a war? Is it possible for Japan to adopt a true Monroe Doctrine for the East, keeping her own hands off as well as saying "hands off" to others? If the nations do give up their territorial acquisitions in China, who is to keep order there and who can act as umpire to see that there are no infractions of the rules? If the Great Powers of the world reduce their armaments so that they cannot quickly mobilize their forces, will not that leave Asia subject to the control of those who are nearest to the spoils of Asia? Even the acceptance of the "Open Door" in principle by all the Powers involved cannot settle the questions that really cause friction in the Far East and induce such Powers as Great Britain and America to maintain great naval forces and great fortifications in the Pacific. China would like to have the Powers leave her alone. She does not want to be supervised. She does not want foreigners administering laws even for their own benefit and protection within her territory. But since foreign trade cannot be kept out of China, and since China is incapable of conducting a government under which foreign trade can prosper, some arrangement will have to be made to supply such government. If an equal chance for all is not to be secured by dividing up China as equally and fairly among the Powers as possible, it must be supplied in some other way.

If to any single Power were to be given a mandate to supervise the control of foreign interests, foreign property, and foreign people in China, probably China would prefer that mandate to be given to the United States. Even if, however, the other Powers were willing which is quite unlikely, the America people would be opposed, I believe, t assuming any such responsibility. Th only alternative that I can see at presen is some joint administration. It ha been suggested that the basis of suc joint administration might be the exi ing Consortium. At present this Cor sortium is not a governmental bod but an organization of groups of bank and bankers from the United State Great Britain, France, and Japan whic has been formed at the request of th four Governments for the purpose o assisting China in her development an supervising the expenditure of th money which it advances. Of cours there are people who suspect all bank and bankers and who believe tha nothing good can come out of them; bu unless some one has a better plan t propose, the development of this ar rangement seems to be the only alterna tive to the disintegration of China an the continual increase in naval arma ments in the Pacific. Perhaps in thi way will develop out of practical ex perience, not an artificial body with constitution and by-laws, but a workin association of nations.

ERNEST HAMLIN ABBOTT.

NORTH DAKOTA RESENTS?

BY WILLIAM C. GREGG

IN the October 12 issue of The Outlook I attempted to account for the political revolution in North Dakota. I said that the farmers make a specialty of wheat, that the crop is not very profitable, that some people are leaving some sections of the State, and that perhaps North Dakota has about reached its limit of population *unless* the State diversifies her crops and industries.

I said that the long distances to markets made the freight charges high, and that the farmer was inclined to turn to Socialism for relief, especially when old party legislators could not be trusted to enact grain grading laws, to cure undoubted evils. My article was intended to be a constructive criticism. Evidently I was not happy in my choice of expressions, for, while others seemed to consider it informing, many people in North Dakota took great offense at parts of it. At the risk of making matters worse, I will try to make them better.

In the first place, I am not a "flip and half-baked young reporter"—my sixty years forbid the suggestion. I lived as a child on a farm in Iowa. Later I went from a farm in Nebraska to get my education at the State University at Lincoln. I spent the next seventeen years in business in St. Paul, Minneapolis, and the Northwest. I have visited the West nearly every year since. For eighteen years I have been a manufacturing exporter of railway material, living in New York and New Jersey. Was I presuming when I pointed out some weak spots in North Dakota's financial condition? Things are not all right in North Dakota, but the troubles can be corrected, and will be corrected sooner if the people of the State make a big fight for home industries, for *general* agricultural development, and for cooperation with private capital.

I suppose I should not have advocated North Dakota tanneries and shoe factories, but Minnesota has a dozen plants where shoes are made, why not some in North Dakota?

I thought it was all right for me to look over North Dakota's balance-sheet and—yes, gossip a little about it in The Outlook, which is a sort of a National afternoon tea, where conversation is pretty lively at times among the forty-eight sister States. North Dakota does not make a good wheat showing; she planted about 12½ per cent of the wheat acreage of the United States in 1920, and reaped only 8⅔ per cent of the crop. If she had kept up to the average of the whole country for that year of 13.8 bushels per acre instead of the 9 bushels she actually harvested, she would have had 36,000,000 more bushels of wheat.

North Dakota makes a small but much better showing in corn, raising a average of 24 bushels per acre in 192(against a National average of a fractio over 30 bushels. "More corn, mor hogs," was the Iowa slogan years ag(I would advise North Dakota to sto importing dressed meat from Chicag and St. Paul and raise it herself or g hungry. If that is treason, come an get me! One of my critics, who live in Minnesota, says: "If North Dakot would practice diversified farming, eac farmer would cultivate less land, cult vate it better, and get a better livin off of a smaller acreage, so that the would leave room for an increased popu lation." Some changes in policy shoul be made, because North Dakota is fallin behind the other States in production c crops. In 1909 she stood twelfth in th total value of "all crops," in 1920 sh stood twenty-fifth. These figures ar from the Agricultural Depar ment.

In some parts of the State irrigatio is needed. The United States Gover ment runs one irrigation project i McKenzie County, ditching the wate from the Yellowstone River. I don know why the Missouri River should nc be made to grow alfalfa, sugar beet and other things "shoulder high" i the western part of North Dakota. have the impulse to say that the rive to-day is more of a liability than a

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et to the State, but I hesitate to ke charges. There is enough unused ssouri River water flowing out of the te to double its population and druple its wealth. I presume that re is not enough gravity to distribute but there are billions of tons of lig- coal in North Dakota (I heard the billions several times in Bismarck). can be used to pump water out of Missouri River. Pumping for irriga- is done in several Western States. irrigation crops of Idaho average ut double the non-irrigated crops in a and Ohio. It is a big business position, requiring outside capital, haps, and better business men than se who have been recently managing mismanaging the "industries" of th Dakota. I refer to the Non- tisan League experiments in State ls and banks.

he editor of the Grand Forks "Her- tells me that the political unrest in th Dakota is the same as in other stern States, as shown by the "Agri- ural Bloc" in Congress. I hope that ay be permitted to differ with him. unrest in North Dakota started rs ago when the railways in that sec- paid large and regular dividends to tern and European investors out of essive freights collected from the new lers, when the "bankers" charged the ners twelve per cent or more for ey loaned them on good security, when common justice in the grading rain was denied them. It goes back her and the cause is deeper than the eral agricultural depression that is at sent demanding special attention n Congress.

he Fargo "Courier-News" says:

"If they [the farmers of North Dakota] secure less than cost of production for what they grow, they're not going to continue to produce. And when they stop producing the East may begin to wake up to the fact that there is an agricultural problem." I want to see North Dakota more self-supporting, because she may wake up to the fact (and I am speaking as a brother Westerner) that the East produces also. The Agricultural Department says that in 1920 North Dakota raised crops to the value of $2,769 per square mile, while New Jersey had a crop value of $11,916 per square mile.

The Fargo "Forum" says of my article: "If the writer ever visited North Dakota, he probably stopped off between trains. The article wasn't partisan; it didn't show enough grasp of North Dakota to be called partisan, it was just plain blundering stupidity and unintelligence." After reading this I wrote to the editor and asked him to tell me the real cause of the political revolution. He replied, "That would take a magazine article much longer than yours to relate; there are dozens of them." He denounces my stupidity but refuses to enlighten me.

The St. Paul "Pioneer Press" says the article is "an excellent review of the political history and present situation in that State, but which is utterly ruined by some unnecessary and incorrect statements with regard to the living conditions and habits of North Dakota people. Mr. Gregg exposes clearly the economic fallacies and mistakes of the Non-Partisan League." This great paper then gives a lot of facts about the growth of the State. I don't question a word of it, but it does not give any answer to my query, "Why the political revolution in North Dakota?"

The Kansas City "Times" calls my article "an unprejudiced and sane discussion of North Dakota conditions by an Eastern business man—his conclusion is that the difficulties in that State are economic, not political, and that the remedies must be economic, not political—diversification has long been preached to farming communities by the example of successful farmers. Some States have gone a long way in working it out, but it has to be worked out. It cannot be established through politics."

A Northwest United States Senator writes: "I have read your article in The Outlook, and on the whole I think you have made a pretty fair diagnosis of the situation."

North Dakota has just had another battle in its revolution. The opposition to the Non-Partisan League has worked the recall, and, according to despatches, they have won the election held October 28. This means that Governor Frazier will promptly go out of office and take with him the Attorney-General and the Secretary of Agriculture. A new crowd, carrying the banner of the Independent Voters' Association, will try to salvage the bad investments the State has recently made.

This is the first time in the history of the United States that a Governor has been recalled. The concern of the whole country in its portent can well be understood. I trust patience will prevail and that such drastic action will not often be resorted to in this land where the people really govern.

THE SOUTH AND THE PRESIDENT

THE President's speech on the race problem, at Birmingham, Alabama, on October 26, has rightly ked Nation-wide interest. In re- nse to the telegraphic request of The look, four outstanding leaders of thern opinion have expressed their lid views of the President's position. se four telegraphic replies we take sure in publishing, with brief bio- hical introductions.

r. Bolton Smith, of Memphis, Ten- see, is a banker. He studied in Dres- for two years, is a graduate of the versité de Genève, Geneva, Switzer- l, and is a Bachelor of Laws of the tral Law School of Indianapolis. He done post-graduate work at the Uni- ity of Virginia, is a member of the ional Executive Board of the Boy uts of America, and a trustee of the versity of Tennessee and the George body College for Teachers. He has oted himself for many years to the overy of a common ground upon ch Negroes and whites, both North South, can work for improved racial relations and the betterment of our American civilization.

THE President has rendered a distinct service in bringing the race question to the attention of white Americans. The policy of silence with which so many of our Southern public men are enamored has had its day. Forty years ago it was the only sane policy. Northern and Southern opinion were too far apart to make any National policy possible, and the less said about the matter the better. That policy must, in my opinion, now be abandoned and the Nation must enter upon the consideration of the race question with all the frankness and courage which so tremendous a problem deserves. From the time of reconstruction until now it has been given little thought except by Northern Negro leaders who have developed a philosophy of race relations as far removed from that of President Harding, on the one side, as could be the views of the most unreconstructed Bourbon on the other. I trust that the President's utterance will result in men of science, historians, philosophers, and social workers making their contribution. Above all, the President is right in insisting that lynching must stop. By lynching I presume he refers especially to the lynching of Negroes by white men, which is, in my opinion, the greatest crime that can be committed in America short of the assassination of a President, for it causes more widespread disturbance than any other crime. When white men lynch a white man, the harm done is small compared to that which results when white men lynch a Negro. Such an act drives a wedge between the races and is resented as a personal humiliation by every Negro. The better the Negro, the more he is trying to deserve the respect of his fellow-citizens, the greater is his humiliation and the deeper his resentment. These lynchings are wholly unnecessary and inexcusable, and if they are to continue we might as well give up all hope of reaching a settlement of the race question.

With the President's suggestion that those Negroes who are fit for the suf-

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frage should exercise it I have the deepest sympathy. In the face of the Fifteenth Amendment, however, I do not know how the principle can be better applied than by the method which the South has adopted. In many places no objection is made to the better class of Negroes voting, and little by little apprehension of bad government resulting therefrom is being lessened. While in Northern cities bad municipal conditions are often directly attributable to the Negro vote, I do not believe this can be said of the South. If the Fifteenth Amendment were not in the way, I think many Southern States would be prepared now to adopt a mixed educational and property qualification for the Negro; but as things are, the South must just be allowed to do the best it can. The same blood strain which made the abolitionist in the North courses through the veins of many a Southern man who resents injustice to the Negro and the denial of opportunity as bitterly as Garrison ever did. Any general insistence, however, by all the Negroes of the South on the immediate right to vote cannot but arrest the growth of kindly feeling between the races and prevent the improvement of Negro schools and colleges here.

Hilary Herbert, President Cleveland's Secretary of the Navy, in a discussion of reconstruction, at Washington, in a book entitled "Why the Solid South?" published thirty years ago, attributes the disfranchisement of whites and blacks in Washington in 1874 and ever since to the fact that the political power conferred on the Negro was abused by him. I suggest that Congress restore the right of self-government to the people of the District of Columbia and observe the results.

In the meantime I believe it will be best to bend all friendly and progressive efforts, North and South, on three objectives: namely, the stopping of lynching, the improvement of Negro education, and the extension of economic opportunity. At this stage none of these purposes can be aided by emphasis on Negro suffrage, though they can be greatly delayed thereby. BOLTON SMITH.

Memphis, Tennessee.

Ex-Senator Le Roy Percy is a graduate of the University of the South and a Bachelor of Laws of the University of Virginia. He served in the United States Senate from 1910 to 1913. He has an extensive legal practice in Mississippi and is a large owner of land in the rich country surrounding his home at Greenville, Mississippi. Ex-Senator Percy has been an active worker in assisting the development of interracial committees, such as were described in The Outlook for September 14.

IN reading the President's Birmingham speech every Southern man must realize that an earnest, kindly, broad-minded, and tolerant man was dealing with the race problem in a nonsectional, helpful way. In his absolute negation of social equality between the races, in his stern rejection of amalgamation as a solution of the race question, in his appeal to racial pride that each race should develop along lines best suited to it, in his appeal for equal economic opportunity, in his appeal for the right kind of education for both races (an education that would fit every man not only to do his particular work, but to rise to a higher plane if he would deserve it), in his admonition to the Republican party to refrain from lining up the black man as a mere political adjunct, he is wise, far-seeing, and constructive, and reflects the most advanced and conservative thought of the South. His opposition to class organization is a recognition of the gravest danger that menaces the Republic. His words in reference to the political aspect, namely, "I would let the black man vote when he is fit to vote, prohibit the white man voting when he is unfit to vote," are academically sound. It would have been impossible for him to have touched upon the question of voting and to have said less, yet the President doubtless realizes that the right to vote is the greatest handicap to the Negro's economic development. The exercise of the right creates friction, is fraught with evil without compensatory advantage. Every intelligent man realizes that the conferring of suffrage upon the Negro was a blunder, the cruelest aftermath of the war. No man believes, whatever may be the section of the country in which he lives, that our Government is better because of the exercise of the voting power by the Negro, yet his right to vote is part and parcel of our Constitution. In the abstract this right will be recognized by all men. Practically each and every section of the country will nullify it whenever the Negro vote is numerous enough to threaten Governmental control. This is necessary for the preservation of Anglo-Saxon civilization. But the suffrage question was not the keynote of the President's speech, was not intended to be, and the South cannot construe it to have been. There was nothing that he said on suffrage which was new, in any way radical, or which offended any one. The manifest friendly spirit of the speech should draw every Southern man closer to the President.

Greenville, Mississippi. LE ROY PERCY.

Bishop DuBose Bratton, also a Mississippian, holds degrees from the University of the South and the University of Mississippi. He is the Protestant Episcopal Bishop of Mississippi. His home is in the capital city. He has long been interested in improved educational facilities both for the white and the colored population of his State.

PRESIDENT HARDING'S Birmingham address is a notable one and marks an important milestone along the road toward the mutual understanding of the North and the South of the Negro problem. Had a Southerner made it, little comment would have been occasione Except for the suggestion of politic equality, the President has said nothin that has not been expressed in other la guage by Southern men. No one ima ines that the fundamental of adjustmer of the Negro problem can be perfectl agreed upon by the two sections at th time. There must be, in so grave and i portant an issue, a leveling up and dow as light is vouchsafed to North an South and as necessity for such light realized by the diffusion of races befor a National policy of perfect agreemer is possible. President Harding has gor a long way toward suggesting such National policy, and his speech shou be recognized both in the North and i the South as a distinctly valuable contr bution toward the attainment of mutu understanding. The President defin inequality, whether political or ec nomic, as "proportional to the hone capacity and deserts of the individual The Mississippian will see in this no d sire to subject his State to a me majority domination. No intellige Negro wants such domination by t incapable whether of his own or anoth race, and it is certain no white ma could abide it. The address shou greatly encourage every student of t problem.

THEODORE D. BRATTON.

Jackson, Mississippi.

We are glad to be able to include this group of Southern leaders Princip Robert R. Moton, of Tuskegee Institu one of the most distinguished of Negroe the able successor to the task and leade ship of Booker T. Washington. Like h predecessor, Major Moton is a believ in the doctrine that deeds speak loud than words. He believes that the ec nomic and political future of his ra will be determined by its works rath than by philosophic theory. This d trine is one which is not as popular it is sound.

THE address which President Hardi delivered in Birmingham, Alaban touching upon the question of race re tions will, in my opinion, accomplish great deal of good. The press headlin may have misled a few at first, but it gratifying to note now that, since t full text of the address has been rea the most representative newspapers a leaders in the South are of the opini that Mr. Harding's position is sound l cause it is based upon fairness and ju tice. The President goes directly to t heart of the problem, and to my mi two very important results are partic larly outstanding and encouraging.

First, for the President to discuss t question with his characteristic s cerity has caused the attention not or of this country but of the entire civiliz world to be focused upon it, and peo everywhere are discussing this questi from his statesmanlike view-point r only of mere abstract justice but practical, concrete justice as well.

Second, the President has proposed

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platform upon which white and black, North and South, can stand without sacrifice, on the one hand, of any traditions of the white race, and, on the other, without sacrifice of any fundamental rights of the Negro as an American citizen.

Furthermore, the President has asked for the Negro nothing more than what leading men of both races in the South are asking, and we are grateful to him for having delivered the address in the South where the problem is most acute. His address comes at the opportune time when not only the leading white people of the South, but the average white person as well, are more determined than ever before that the Negro shall have an equal chance along with other Americans.

The following paragraph in President Harding's address embodies about everything that the Negro in America could ask: "The greater hope, the dissipation of hatred, the discouragement of dangerous passions, lie in persuading the black people to forget old prejudices and to have them believe that under the rule of whatever political party, they would be treated just as other people are treated, guaranteed all the rights that people of other colors enjoy, in short, to regard themselves as citizens of a country and not of a particular race." In years to come the courage and wisdom of the President in presenting this address will be fully appreciated. In many aspects it is the most important utterance on this question by a President since Lincoln.

R. R. MOTON,
Principal Tuskegee Institute.

THE editorial comment in the South upon the President's Birmingham address discloses an opinion as frank as that expressed in the four letters which we have published herewith. The Birmingham "Age Herald," published in the city in which the President's speech was delivered, comments upon his speech with unusual enthusiasm. We quote from the telegraphic transcript of its editorial:

> President Harding offered a practical, common-sense solution of the race problem in his address to the people of Birmingham and the South. His views coincide with the best thought in this part of the country and will be cordially approved.
>
> Southern leaders, white and black, have already accepted the doctrine laid down by President Harding. If there is ever to be any solution of the race problem, a sweeping away of prejudice and ill will which hurts whites as well as blacks, it must be accomplished along these lines. Humanity, fairness and economic necessity plead for a better understanding between the races, a more helpful attitude on the part of white people, and a greater desire among the Negroes to exalt their race through their own efforts and to win and to keep the respect of their neighbors.
>
> It is significant that Mr. Harding expresses the wish that the Negro might cease to be a pawn in the game of National politics, that just as he would like to see the South cease to be entirely of one party, he also does not want the colored people to be solidly Republican. It cannot be denied that politics has had much to do with aggravating the race question in the South.

MR. CLARK HOWELL, editor of the Atlanta "Constitution," certainly one of the most influential journals in the South, sends us a copy of a column-and-a-half editorial which appeared in his journal on Sunday, October 30. The Atlanta "Constitution" finds that the President bases his policy on four well-defined principles of right and justice:

> First and foremost among these is the principle that there shall be no social equality. . . .
>
> The second principle is that the Negro shall be given equal educational opportunities, which does not mean intermingling of the races in the schoolroom. . . .
>
> The third is that the Negro shall be fully protected in what the President termed his right to "economic equality."

As to the third principle, the "Constitution" is of the opinion that:

> In no section of the country is the Negro more fully protected in his economic rights than he is right here in the South. And if any criticism should have been expressed against the President's statement of this proposition it might have been expected more from the North than from the South, for the South has not sought to deprive the Negro of his right to earn an honest living in his own way, whether in business or in the industries or professions; while, on the other hand, there have been repeated instances in the North where this right has been denied the Negro—as illustrated, for example, by the riots of a few years ago in East St. Louis, Illinois, and in the frequent refusal to permit Negroes to work in industrial pursuits. . . .

The fourth principle which the "Constitution" discusses deals with the political rights of the Negro. The "Constitution" says:

> The President's position as to the political rights of the Negro cannot consistently be challenged, assuming, of course, that his intention was to consider the question in the broadest aspect of the "political rights" of protection under the law, as a citizen.

The conclusion of the "Constitution" is:

> There is no reason why the whole so-called "Negro problem" should not be solved along the very lines laid down by the President, and solved to the satisfaction of the whole Nation, removing the race question as a political issue and enabling the people of every section—North, South, East, and West—to consider all economic issues on their merits.
>
> The day when that will be done is coming; and, so far as the South, at least, is concerned, the sooner it comes the better!
>
> That development has been impossible up to this time simply because the racial issue has been paramount. The Republican party has kept it so!
>
> It will continue to be paramount so long as there is danger of overthrowing or evading or nullifying the white supremacy that is provided for and guaranteed through the instrumentality of the primary election system.

The "Constitution" states that the President's speech and his official actions since his inauguration give no cause for alarm on this score.

THE "News Leader," of Richmond, Virginia, which has a larger daily circulation than any other paper in that State, says: "It is hard to believe that Mr. Harding apparently thought that he was preaching a new and unwelcome doctrine to Southern people." It continues:

> The point of race contact is the point of race friction. Where Negroes actively are competing with white workers in the South there may be misunderstandings. Where outside influences, such as that of the National Association for the Advancement of Colored People, are brought into the situation, they complicate it. But where only the Southern whites and the Southern Negroes of the better class can view their relationship through such agencies as the Interracial Committees of the Y. M. C. A., far more than half of them agree as to how the progress of the Negro is to be worked out. Virtually all that Mr. Harding said, except as it related to the franchise, has been for a generation the code of the South. The only difficulty has been in making that code effective at the point of contact. Even as respects politics, the Negroes are coming to see that blind allegiance to the Republicans has brought them nothing but rebuffs from that party and has added to their handicaps in States controlled by Democrats. There is no certainty, as yet, that Negroes will be admitted to the Democratic primaries, but there is agreement on this: The franchise requirements will not be lowered to the Negro; but when the Negro rises to the requirements he can with safety and will with justice be admitted to the ballot. Sentiment does not countenance the injustice that makes registration easier for one race than for another. Justice, indeed, is the ideal after which, for all the discouragements, fair-minded Southern white men are striving in their dealings with the Negroes. That means justice in education and in industry as surely as in the courts of law.

The "News Leader" sees a greater danger of race animosities, clashes, corruption, and riots in the North than in the South, though it admits that the South has suffered more from that "deepest of Southern disgraces," lynching. With this in mind, it respectfully suggests that the President repeat his Birmingham address before the Republican National Committee and in Chicago, East St. Louis, and Omaha.

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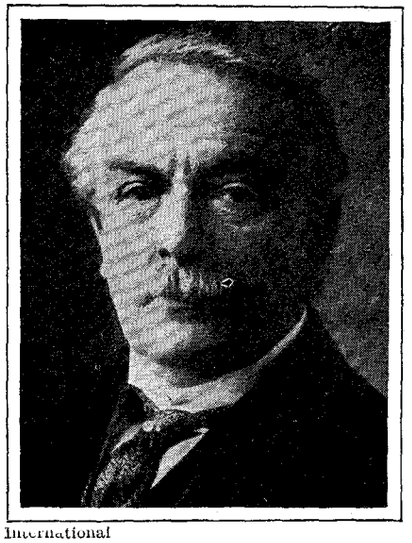
REPRESENTATIVE DELEGATES

International

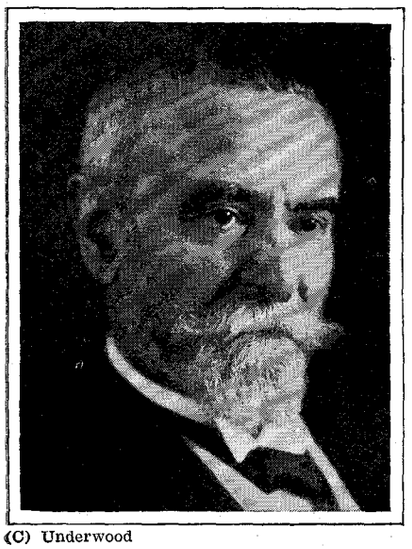
GREAT BRITAIN

LORD LEE OF FAREHAM, FIRST LORD OF THE BRITISH ADMIRALTY

LLOYD GEORGE, PRIME MINISTER OF GREAT BRITAIN



International

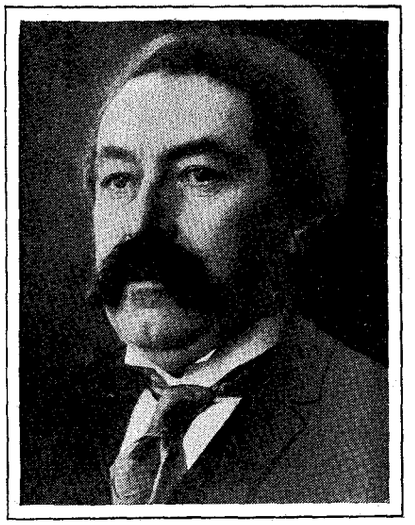


(C) Underwood

FRANCE

JULES JUSSERAND, AMBASSADOR FROM FRANCE

ARISTIDE BRIAND, PREMIER OF FRANCE



Bain

International

JAPAN

ADMIRAL KATO, JAPANESE MINISTER OF THE NAVY

PRINCE TOKUGAWA, PRESIDENT OF THE HOUSE OF PEERS

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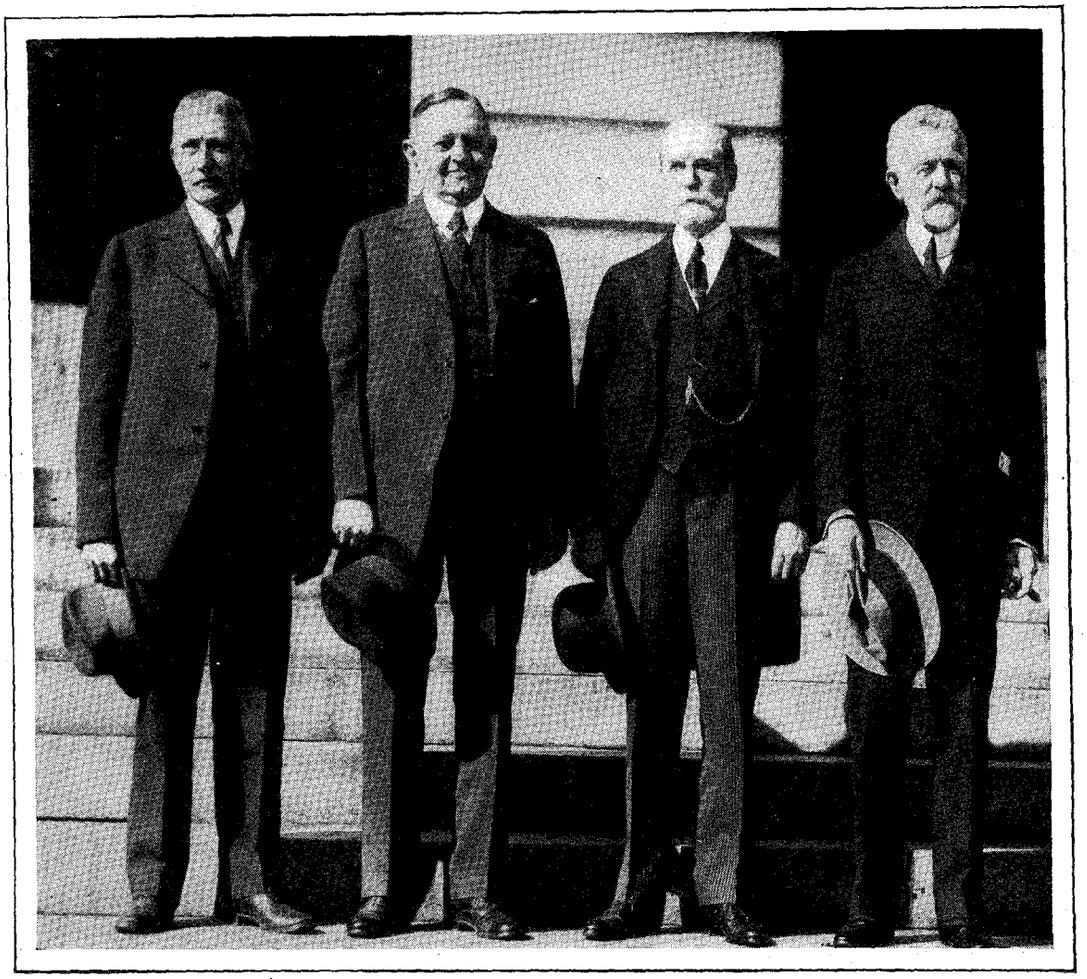
AT THE CONFERENCE



International

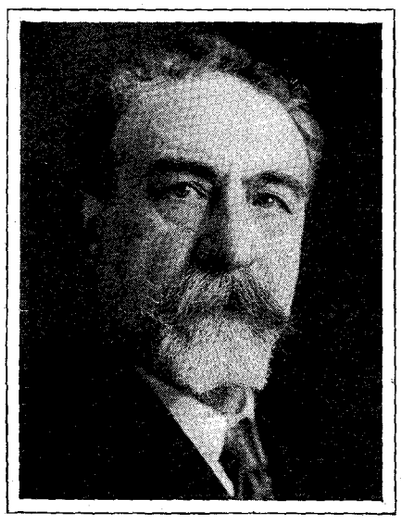
UNITED STATES

EX-SECRETARY OF STATE ELIHU ROOT

SENATOR UNDERWOOD OF ALABAMA

SECRETARY OF STATE HUGHES

SENATOR LODGE OF MASSACHUSETTS



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ITALY

SIGNOR ROLANDI RICCI, AMBASSADOR FROM ITALY

SIGNOR SCHANZER, FORMER MINISTER OF THE ITALIAN TREASURY

Keystone

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THOUGHTS UPON A WALK WITH NATALIE, MY NIECE, AT HOUGHTON FARM

BY HAROLD TROWBRIDGE PULSIFER

HERE is the same familiar land
My mother knew when she was young.
This warm earth crumbled to her hand,
She heard these very bird notes sung.

In that green meadow down the lane,
Knee-deep her pony cropped the grass,
The beaten pathways still remain
That felt her flying footsteps pass.

Beyond that willow tree the stream
Plunges forever into foam,—
Let us go there a while and dream
Of this dear place that was her home.

* * *

She must have stood here long ago
Upon this lichen-covered stone
Where we are now who loved her so;
Blood of her blood, bone of her bone.

She must have watched this sunlit pool
With wonder in her clear young eyes,
Finding within these waters cool
The mystery that never dies.

All this my heart has understood,
Dear child, or ever you were born.
The evening of her womanhood
Long held a vision of the morn.

Yet I had never hoped to see
Through these fair fields, her lambent grace,
Moving beside me on the lea,
Turning to greet me, face to face.

Now by the miracle that filled
Your slender limbs with living fire,
More than my daring spirit willed
Lies in the cup of my desire.

Long hence when you have known my grief
You will look back and understand. . . .
Now let us play a while. This leaf
Shall be a bark from fairyland!

We'll freight it deep with marigold,
Give it a rainbow for a sail,
Upon the deck a beetle bold
Shall lord it in his flashing mail.

Look, it is drifting down the tide,
Wind-driven from the rocky shore. . . . .
Who knows what vagrant dreams may ride
On this frail ship forevermore?

WHAT CAN THE TAXPAYER HOPE FROM THE CONFERENCE?

I—ARMAMENT LIMITATION IN TERMS OF CASH

BY W. B. SWINDELL, JR.

START off talking tariff, tooth-paste, Siberia, or scrap iron nowadays, and you wind up with taxation. Somehow it all drifts back. Try to discuss any National or local movement, and see if taxation doesn't worm its sinuous way in.

Make it tariff, extension of credit to foreign countries, almost anything you like. You don't get far without considering taxes. Start off, and see.

You are in the midst of a nice, warm argument as to the effect of tariff on industry. You are saying that a high tariff will be an angel with a drawn and flaming sword, protecting American industry. And, among the other virtues of a tariff, you cite the fact that a tariff will also produce revenue. It will help the *tax* situation.

Arguing the other way on the tariff question, you reach the same subject, if not the same conclusion. You are saying that a tariff will be the cause of retaliation by countries to whom we ship—that we will be thus limited to our own Nation's consumption, our surplus products, painfully needed abroad, are held in this country because Uncle Sam has shut out those other countries' products in the same way. Then, as a further indisputable evidence of the hopelessness of things generally, you paint a vivid picture of a tax which will strangulate those industries which do try to produce either for the United States or foreign countries, a tax which is just one more galling ingredient in the cup of industrial suffering. You run into a discussion of *taxes*.

Take, for instance, the approaching Conference for Limitation of Armament. On the surface, you don't see why you should distress yourself with any relation between it and taxation. But it is there. The results of that Conference may mean a distinct difference in the amount of tax you pay. Taxes, as necessary evils, are usually regarded as due to some extent to wars. But few know what an enormous amount of taxation is required to pay simply for war expenditures. Few know what a reduction in taxes would result from even a modera

Carmack in the Prairie Farmer

MAYBE UNCLE WOULD GET ALONG FASTER IF HE TOOK OFF HIS OVERSHOES

From Zenas H. Spicer, Monmouth, Ill.

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decrease in armaments. The percentages are eloquent.

The following table gives ordinary and per capita expenditures of the Federal Government since 1792:

Year	Ordinary	Interest	Total	Per Capita
1792	$5,896,000	$2,373,000	$8,269,000	-------
1800	7,411,000	3,402,000	10,813,000	$2.04
1810	5,311,000	3,163,000	8,474,000	1.17
1820	13,134,000	5,151,000	18,285,000	1.90
1830	13,229,000	1,912,000	15,141,000	1.18
1840	24,139,000	174,000	24,313,000	1.42
1850	37,165,000	3,782,000	40,947,000	1.76
1860	60,056,000	3,144,000	63,200,000	2.01
1870	164,421,000	129,235,000	293,656,000	7.61
1880	169,090,000	95,757,000	264,847,000	5.28
1890	261,637,000	36,099,000	297,736,000	4.75
1900	447,553,000	40,160,000	487,713,000	6.39
1902	442,082,000	29,108,000	471,190,000	5.96

A study of these figures shows that the greatest increases occurred immediately after our wars. Between the years 1870 and 1902 from sixty-six per cent to eighty per cent of the expenditures of the Government were for war purposes—past, present, and future—as will be noted from the following statistics:

Year	Total	War	Percent
1870	$293,656,000	$237,010,000	80.7
1880	264,847,000	196,174,000	74.0
1890	297,736,000	197,886,000	66.4
1900	487,713,000	353,046,000	72.4
1902	471,190,000	332,724,000	70.6

For the fiscal year 1922 it is estimated that the ordinary expenditures will exceed four billion dollars. Expenditures of the War and Navy Departments alone, excluding interest and pensions, will exceed one billion dollars. Before the World War it took less than a billion dollars to run the whole Government. An increase of over three hundred per cent, due almost entirely to wars.

Our Conference, then, will nestle right close to the American's heart if he can see that it may mean a smaller tax bill for him. And he cannot but see this if he reflects on the percentage of his taxes which is employed to defray war expenses.

Predicting the outcome of the Conference is something like guessing a game of "galloping dominoes." About the best any of us laymen can do is to reason out the worthwhileness of a limitation of armaments from the standpoint of how it will immediately affect us. Any change in the tax situation will affect every one of us, indirectly if not directly. We are therefore, in the aggregate, decidedly curious as to whether the tax question will be such a weighty factor in the Conference as to contribute materially toward bringing about a limitation of armaments and a consequent decrease in the amount of our tax bill.

The figures on the percentage of taxes due to war show us that to follow even a moderate sort of disarmament programme is to give us a little more on which to live—a little less need be paid in taxes. To most of us these figures testify silently but eloquently to the fact that disarmament from the tax standpoint would be most helpful. And it is reasonable to suppose that this proportion of taxes due to wars will have its bearing on the question of armament limitation. Just how much weight it will carry is hard to predict, but taxation is a subject that gets right next to every one from the owner of mills and money-bags to the dealer in rags and tinware, and it will command some very careful consideration, to say the least.

But heavy taxation as an aftermath of war is nothing new. Precedent will have to be combated. Tax burdens have not so far been considered as sufficient reason why nations should quit fighting or preparing for fighting. Nations, or at least the powers of those nations, have so far preferred the sacrifices attendant upon heavy tax burdens. In many cases their tax assessments have been such as to stoop the shoulders of their citizens for a generation or more. This does not take into account assessments by one nation upon another. Such assessments have done more than stoop the shoulders of the citizens. They have almost ground them into the earth. Witness France's struggle after the War of 1870, when Bismarck heaped his enormous indemnity on the French people. Did that convince France that disarmament was the way out of such future servitude? Apparently not. The immense size of her present standing army would not look that way. Obviously, she believed then that the time for cessation of wars had not arrived.

This fact does not mean necessarily that there will be no limitation of armaments agreed upon at the Conference. History such as the action of the United States in refusing indemnity in the great World War is a far greater departure from precedent than any reduction of armaments would be. Reduction in armaments or limitation of armaments would simply establish one more precedent.

For and against the proposition there will be many arguments advanced. Most of us will not be able to visualize all of them. But there will scarcely be a more potent factor than the possible reduction in taxes. There is no question but what that subject strikes home to all of us. National statistics recently compiled show that locally, industrially, nationally, taxation is the greatest issue in the minds of the people.

And citizens broadly viewing the approaching Conference will emphasize its tax possibilities to their friends, their representatives in Congress, their President.

Politicians will not only respond to their constituents. They will make that same tax a "persuader" to disarmament. It will be easy to point out to debtor nations assiduously building armies and navies [illegible] if they can afford to keep this up they can afford to pay their debts to us, which little service will in turn greatly aid us in paying our own tax bills.

Coming from a nation which has fought one of the greatest battles in the history of the world without thought or realization of gain, insistence of this nature cannot be branded as mercenary. Couple this fact with the generally increasing love of peace, the detestation of slaughter, and belief in the fairness of this Nation, and you have summed up some of the most powerful influences working toward an ultimate reduction in taxes.

If the best from a taxation view-point should happen, we would reduce or limit armaments. Consequently there would be less taxation. Through our own reductions and curtailment we might even cut the present estimate of the Army and Navy Departments—the estimate of over one billion dollars.

But our reduction or limitation of armaments would hardly occur unless accompanied by a similar movement by the other countries. This would mean that not only would we decrease our taxes by our own reductions, but that the ten-billion-dollar principal, or at least the interest payments thereon, would be available much earlier. It would require much less for the countries owing this amount to run their governments. They could then pay the United States at least some part of what they owe. Our taxpayer would, then, benefit in a tax way both through his own country's reductions and through the accompanying action of the other countries.

According to Secretary Mellon, no interest payments on the ten-billion-dollar debt will begin until 1922. If an arrangement for reduction or limitation of armaments is made at the November Conference, the year 1922 will mean something; otherwise, it is questionable whether these countries will be able to pay even in 1922. They have done considerable building of armaments. They are still building. The year 1922 may find them doing the same thing unless some restraining agreement is reached. It is quite evident that countries already in debt do not clear themselves by building new and greater armaments. Purely from the standpoint of reduction in taxes by means of payment of this debt, then, the Conference may mean a great deal.

So, when we have reviewed the tax benefits possible from the November Conference, two facts stand out in relief. A

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double tax advantage will result from a mutual arrangement for less expenditures for war purposes: our own taxes for war purposes will be less; our allies will be more likely to pay what they owe us, and thereby lower our taxes still more.

And, since taxes nestle so close to a man's heart, the Disarmament Conference will be of genuine concern even to those who are not interested in *brotherhood of nations.*

II—YOU CAN FOOL MOST OF THE PEOPLE MOST OF THE TIME

BY EDWARD BRIGHT

IT often appears that Lincoln's famous saying should be paraphrased as it appears in the above heading. At present the papers and magazines are discussing the so-called Disarmament Conference. The statement has been made freely by those who should know better that ninety per cent of the cost of our Government is spent for war, past or expected. The cartoons indicate that the taxpayer is groaning under the weight of armament costs. Apparently these statements are very generally believed, and it is expected that if this Conference shall effect a reduction in armament the burden of the taxpayer will be greatly reduced. This is not the case, and the disappointment that will follow the failure to reduce taxation will be proportional to the height of the expectations, to the detriment of a Government that is apparently striving for better things.

The statement that ninety per cent of the cost of government is spent for war either past or future is simply not correct, and would have no bearing upon the reduction of taxation even if it were correct. Let us examine these two propositions.

The statement that ninety per cent of the cost of government is spent for war is not correct, because, to take this year as an example, out of something over four billion dollars appropriated by Congress for 1921 there were spent, approximately, as follows:

$524,109,832	for the Postal Service.
814,000,000	for Federal control of railways, telegraphs, etc.
221,590,906	for public works.
184,794,517	for ordinary functions of government.

There are other expenses of government not included in this list.

Apparently no one knows how much the United States Shipping Board has cost the country. Those who claim that ninety per cent of the cost of government is spent on war undoubtedly include such expenses as well as the $814,000,000 spent on the Federal control of our railways and all the expenses of the Post Office. But surely this is most illogical and disingenuous. Granting that the railways and the shipping were taken over as a war measure, the present disorganization and expense are not chargeable to war, but to improper methods of management. It would be interesting to discuss the hypothetical return of the railways to private ownership while the Government fixes rates with one hand and the wages of employees with the other, and pays the deficit out of taxation; but that is another story.

Instead, let us pass to the statement that, even granting that ninety per cent of the cost of government is spent on war, we can expect no appreciable reduction in taxation as the result of any possible disarmament. This is so, first, for the very simple reason that about $869,000,000 (War Department $418,135,257, Navy Department $450,758,820), or only about eighteen per cent of the total Federal revenue, is appropriated for the current expenses of the Army and Navy. That is just about the sum the Government squanders on the mismanagement of the railways. It will be apparent that the sum spent for current expenses is all that is susceptible of possible reduction. Our past wars may have been both foolish and unnecessary, if you please—though as a loyal American citizen I will maintain the contrary—but we have danced, and we will now have to pay the piper. The twenty-four billion dollar indebtedness that we piled up during the late war was largely an unnecessary expenditure caused by the high cost of unpreparedness. But do we hear any one seriously propose that we repudiate our debts and fail to pay for the Liberty Bonds that are described as the safest investment in the world? Well, not so that you could notice it. But then we must pay, and in 1921 it was to the tune of about $993,500,000 interest and $253,404,864 for the sinking fund. No matter what the future limitation of armament may be, this debt and the debts for other past wars will not be affected.

Secondly, the Federal Government is the only part of our Government that is charged with the National defense. We also pay taxes for the support of State and municipal governments, and probably these equal in amount the sum spent by the Federal Government. Adding the State and municipal taxes to the Federal taxes (the only fair way to determine total taxation), it will be seen that only about nine per cent of all the taxes that we contribute can be affected by future disarmament.

But the worst is yet to come. The fact is that we are practically disarmed at present. The Regular Army is already reduced to 150,000 men, and cannot be much smaller even to serve as a police force. Nor can the Navy personnel be greatly reduced if any ships are to be kept in commission.

In this connection it should be marked that by no means all of t *appropriations for the* Army and Na are spent for war. The Bureau of I sular Affairs is a bureau of the W Department and its expenses come fro Army appropriations. Army appropri tions cover the care of flooded distric such as occurred at Dayton some yea ago and at Pueblo and San Antonio th year. Ask the people of these cities the Army helped! Army engineers ha charge of much of the river and harb work and other public improvemen like the Panama Canal, which wou never have been built without the Arm The Coastguard Service is now a part the Navy. Its Hydrographic Offi makes navigation safer. The uplift Haiti and much of our colonial admin tration come out of naval appropr tions. It is unfortunate that our syste of bookkeeping leads people to belie that all the *appropriations for the* Arm and Navy are spent for war.

And so we arrive finally at the co clusion that, even though future expen tures for National defense are scal down a few millions by failure to bu new ships and other economies, this w be only a small percentage of total ta tion, a mere drop in the bucket to t taxpayer who is contributing billions only a few cents out of every doll The reduction in present taxes will barely perceptible. And so far as futu taxes are concerned, we may rememb that the high cost of past wars has be due chiefly to the unprepared state which we entered them. Should countries disarm, the winner of a futu war will be that country that has t most money or that can turn its fin cial resources most efficiently into m tary power. Therefore, unless all w comes to an end, the expense of futu wars will be greater than in the p simply because of disarmament. H much faith have we that the millenni is here?

All this is not to be taken as a cr cism of the Conference for the Lim tion of Armament. As The Outlook often pointed out, peace can be attain only on the basis of justice and f dealing, and progress may be m should a settlement be effected a these lines that would render fut wars less probable. The Confere may, and it is hoped will, do much this direction. But do not let us ceive ourselves about the result on rate of taxation.

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"HELLO, POP!"

BY LAURA SPENCER PORTOR

I USED to be an anxious aunt. I am so no longer. Yet my nephew is still alive and has not bettered his ways. Ah, the time I have devoted to wishing he had a more conventional bringing up!

From this you will guess that I had a conventional training myself. We cling persistently, perhaps naturally, to the idea that whatever has brought us to our own state of wisdom and obvious perfection is to be recommended broadcast. But before I unfold wisdom in the present instance it will be as well to state a few facts clearly.

My nephew is the only son of my brother; and my brother's career rejoiced in having some twenty years the start of mine. This placed his early education under the shadow of that era now in much disrepute among the younger fry, known as "Victorian." Hence his training had been by twenty years more precise and conventional than my own.

It was late in my brother's life when his son was born; indeed, when some dignity of years had accrued to him and when his hair was beginning to be gray, and when his young sisters, I among them, were just entering on young womanhood. This child was the only nephew, the only scion of our house. Needless to lay stress on the hopes we had concerning him. I remember how his four aunts—I being the youngest—took the delightful event. The plans we laid! the wonders we foresaw! the anxieties we expressed! the way we deported ourselves, like the aunts of Kenelm Chillingly, but with so much more gusto, intention, and hopeful determination! Was he not to be the *nc plus ultra*, this boy? Would we not in our later middle years lean upon his arm, proud of our possession and his? For were not his young shoulders to bear, in time, the dignity of his inheritance—first born of the first born of the first born, yes, and still of the first born, back four generations?

So we planned and hoped as the years developed the baby to a round healthy little lad of four or five.

But the thing that puzzled and—I shall not hide it—dismayed us was my brother's attitude toward the boy. He had apparently thrown training, convention, tradition, to the winds. I do not mean as to general manners precisely—the child's four aunts could perfectly well have looked after those—but rather as to the relation existing between the child and himself. Where, oh, where, were the Victorian respect, and decorum, and reserve, and sense of proportion?

The fact was that since my brother had had Victorian training enough, the child, owing to this and the predilections of his aunts, was, it seemed, inevitably destined to partake of it, yet nothing could have been further from the truth. He rumpled his father's hair at will, he pulled his father's mustache, he perpetrated every sort of practical joke on him, played with his watch perilously, and was never rebuked, curbed, or stayed.

I do not mean that he was what is known as a spoiled child; he was not. He was only an entirely and, it seemed to us, an alarmingly free child.

But why delay the climax, when it tells all and dispenses with preliminary? He addressed his father familiarly as "Pop." Yes, he did. There was no blinking the fact.

The responses of his aunts to this fact soon formed what might be called a vicious circle. The more we were horrified, the more were we restricted from expressing the horror; ideas of politeness and fitness forbade our stating frankly what we thought of the matter. We tried by subterfuginous ways to check the awful calamity. We spoke to him with dignity of "your father, my dear;" but in the midst of this his father would appear, and that hopeless, adorable little towhead would turn from our best allurements and fling himself upon his father with his most superlative "Hello, Pop!" climb to his father's shoulders, and from there sit looking seraphically down at us, like Ariel, impish with success and favoritism.

I think there may even have been mad moments (we were young) when we had plans of enticing him away from his father's disintegrating influence—disintegrating as to formalities and traditions; but it would probably have been as possible for us to turn a river in its happy course. There was nothing to do but to accept the inevitable. This we did. The boy grew up lovable, endeared, well-mannered, too; but never did he either abandon or mend that familiar — too familiar — appellation, "Hello, Pop!"

I will not say that we ever grew accustomed to it. We endured it with a good grace, and gave up all reference to it among ourselves.

My nephew went to the Naval Academy, had been there only a short while when his father died. The boy has since made much of a man of himself, went through the season of the war on a destroyer, sweeping the sea for mines, and is now sailing the high seas somewhere, after the tradition of his family, in the service of his country.

Since the loss of the boy's father I have thought only tenderly, of course, of "Hello, Pop!" but not long ago the whole matter came up for review in a new light.

I was called on to look through some old family papers that had not been disturbed for many years—letters dating back to the seventies, sixties, even to the fifties of the last century. Among these I found several note-books of my father's; in two of them the greater number of pages were devoted to jottings concerning the doings and sayings of his eight children. Here is a characteristic entry, which refers by its date to my brother when he was five:

> Found William crying all by himself to-day. I tried but could not get him to tell me the reason. How little, how little we know them!
>
> . . . presume not God to scan!
> The proper study of mankind is man!

Another entry about twenty years later concerned my tiny self:

> Her baby talk is very amusing. I wish so much she could *stay* little!

On this there followed a list of my very amusing baby-talk phrases, written out with great care.

It was as though this book served as confidant for an overfull heart that delighted more than it could admit to others in its children and yearned over them.

Now, I had adored my father always, yet it was as though here for the first time I saw into his heart. As I went stumbling on through these treasures, I found myself wiping away the tears, not personal tears at all, I think, but such rather as one sheds at represented tragedy that has cleansed and uplifted the heart. There was kept, among other things, a tiny little Christmas bookmark that my busy devoted fingers had worked for him when I could not have been more than five; and in an envelope a tress of spun-gold hair of a little brother of mine who died before I was born. And on the envelope, written in my father's steady hand, but with God knows what trembling of the heart, "A lock of Frank's hair."

Among these things too was a letter written by my brother, a letter of long ago. It was written in the seventies from Italy, where he had gone in his twenty-first year for what was then deemed the finishing requirement or advantage of a young gentleman's education. It was a letter not precisely stilted, but formal throughout; and I had in reading it the sense that Duty stood by his elbow as he wrote. It described with care his mode of life, and gave thoughtful report of the household of my mother's cousins, then living abroad, whom he was visiting; it recorded a consular ball that he had attended, and opined that he looked well in his dress coat; it inclosed a painstaking account of his expenditures, which was to serve as voucher that he would be ready soon to receive replenishments of his funds, if it so perhaps pleased my father to deem that he ought to have them.

At the end there were messages for the rest of us and a kiss which he allowed himself to send "the Baby," who was myself.

Then the ending:

> With love to my Mother and yourself, I am, my dear respected Parent,
> Your dutiful and respectful son.

Oh, "dutiful and respectful" son! Oh, dear but much respected parent! and

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both of you caught in the mesh of the fashion of those Victorian days that required and approved formality!

That a letter like this should be saved through all the years, to lie cheek by jowl with those yearning, appealing entries of the note-book.

I closed them all together and laid them away; and doing so, saw matters in a new light.

In quite another package were some of my nephew's letters written his father from the Naval Academy, and they were quite what might have been expected, as to freedom, almost hilarious freedom. I opened one, and saw at its beginning the familiar but now not too familiar "Hello, Pop."

On this followed a racy description of a racketing junket, designated probably very accurately as a "spree," in which my nephew and some of his class had hilariously distinguished themselves by having the "bulliest time ever." At the last stood this, or something very like it:

> Of course, Pop, it blew holes in my pockets, so if you've got any extra long greens, whack 'em out for the love of Peter. Yours, Billy.

Well, "the old order changeth, giving place to new." A most wise proceeding, "lest one good custom should corrupt the world." It appears that there is some dignity and loveliness in the relation that is not necessarily in the appellation. Other times, other manners. But, remembering these letters, and especially that note-book, and what was probably the yearning of my father's heart, I find I can no longer regret "Hello, Pop!"

THE RELATIVE IMPORTANCE OF CAPITAL SHIPS AND AIRCRAFT

BY COMMANDER F. J. CLEARY, U.S.N.

IN a recent article in The Outlook, "The Fall of the Airship," by Laurence La Tourette Driggs, there are some statements on which very erroneous and misleading conclusions may be based. The statements referred to are quoted below:

"There is one advantage that lighter-than-air craft have that heavier-than-air craft cannot claim. The airship . . . can hover while dropping its bombs."

There are two other great advantages possessed by the lighter-than-air craft:

1. Much greater cruising radius (distance covered without refueling). The radius of the ZR-2 fully loaded was about eight thousand miles; the radius of the heavy bombing planes fully loaded is about five hundred miles.

2. If out of its shed and clear of the ground, the lighter-than-air craft can keep the air in weather in which it would be impossible to handle the heavier-than-air craft.

"After England and France and Germany abandoned their battleship-building programme our Congress authorized an expenditure of almost half a billion dollars this year for battleships and dreadnoughts."

England has not abandoned the building of capital ships (battleships and battle-cruisers). After the armistice and the surrender of the German fleet, the British Empire, being overwhelmingly superior to any other nation in every type of naval ships, battleships, battle-cruisers, airplane carriers, light cruisers, flotilla leaders, destroyers, and submarines, completed the Hood (claimed to be the most formidable ship afloat) and a number of light ships, but held in abeyance the laying down of any more capital ships. To-day, while still superior on the sea to any other nation, especially in the number of capital ships, the Empire calls for bids for building four improved Hoods and announces that these four ships will be laid down and completed regardless of any conclusions reached by the Limitation of Armaments Conference in Washington. France at present has under consideration a capital-ship programme. Germany is forbidden to build capital ships by the terms of the Versailles Treaty. From all information available, it appears that Japan is expediting her capital-ship programme to the utmost.

Congress appropriated $410,605,935.23 for the entire naval establishment for the year July 1, 1921, to July 1, 1922. Out of that amount $90,000,000 is allotted for new construction, as follows:

Battleships and battle-cruisers, construction and machinery, $35,000,000; battleships and battle-cruisers, armor and armament, $33,000,000; submarines, $4,000,000; light cruisers and auxiliary ships, $18,000,000; total, $90,000,000.

Thus Congress has this year authorized an expenditure of only $68,000,000 for battleships and battle-cruisers instead of nearly half a billion, as stated by Mr. Driggs. Congress has also authorized for Navy aviation $13,413,431.

Mr. Driggs continues the sentence last quoted, ". . . only to discover, on July 21, that a $40,000,000 dreadnought could be easily destroyed by a $40,000 airplane. The fact that not one of the naval officers believed this lugubrious truth until they saw the Ostfriesland sink before their eyes, fifteen minutes after the two bombs struck the water, illustrates the extent to which our bureaus in Washington have fallen behind the times."

This statement is not a correct presentation either of the facts concerning the bombing of the Ostfriesland or of the attitude of the officers of the Navy toward aviation and its possibilities. The officers of the Navy as a whole, including those of high rank, have taken the keenest interest in aviation, and at present practically all line officers (nonfliers as well as fliers) cannot gain promotion unless they can pass an examination on the strategy and tactics of an air force as a part of the fleet. The Navy Air Force, both in personnel and material, within the limitations imposed by lack of funds, is as efficient and up to date as any naval air force in the world. It is at least as efficient and up to date as the Army Air Force, and the Navy Air Force is more efficient in operating at sea than the Army Air Force for the same reasons that make the Army Air Force more efficient in operating over the land. The record of United States Navy aviation overseas during the war shows clearly that the Navy stood in the front rank in this activity, as it did in every activity in which it took part.

It seems to be lost sight of that the bombing of the ex-U. S. S. Iowa and of the former German ships, including the Ostfriesland, was a Navy operation carried out under the direction of the Commander-in-Chief of the United States Atlantic Fleet by the Air Force of the Atlantic Fleet. All of the plans for these bombing tests were prepared by the Navy, which invited the Army to take part therein. The Army took part through a provisional air brigade and by having Army officers on the Board of Observers, and it seems needless to say that there was hearty co-operation between the Navy and the Army throughout.

All naval officers have known for many years that a large enough charge of high explosive detonated under water against or very close to the under-water body of a ship below the armor belt would cause serious damage, perhaps serious enough to sink her. Damage from such explosions caused by mines or torpedoes has been guarded against by numerous water-tight bulkheads or by the British blister system, until the latest ships can withstand the damage resulting from the explosion of two or three torpedoes in direct contact or two or three heavy mines very close aboard and still keep afloat and under way. If the torpedoes or mines explode beyond a certain distance from the ship (depending upon the weight of the explosive charge and its distance below the surface), little or no damage will result. The distance within which a charge of high explosive must be placed to damage seriously the thin plating below the armor belt is comparatively very short. For instance, the three-hundred-

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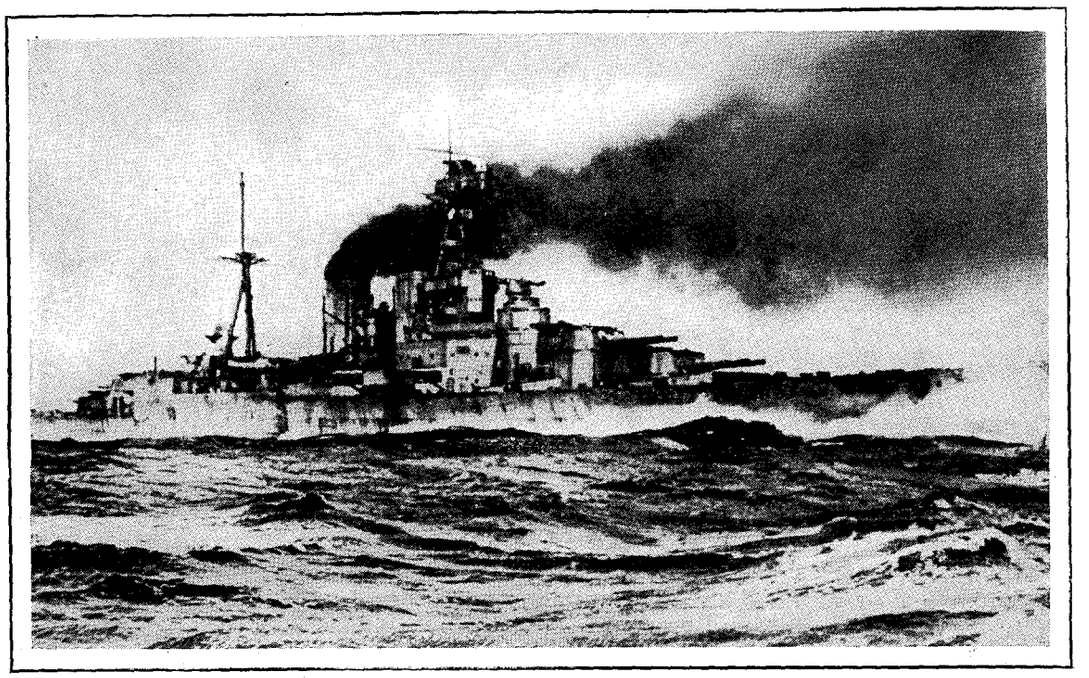

International

THE HOOD—PERHAPS THE MOST FORMIDABLE OF WARSHIPS, A CAPITAL SHIP OF THE TYPE WHICH COMMANDER CLEARY DEFENDS

pound depth charges used during the war had to explode under water within seventy-five feet of a submarine to damage seriously the thin single hull. As the under-water plating of a capital ship is much heavier than the plating of a submarine, such a charge would have to explode much closer to a capital ship to damage seriously even the outer plating.

All naval officers fully believed that very heavy charges of high explosive could be detonated on the upper decks of a modern battleship without damage to turrets or more than local damage to other objects on deck, and that while bombs carrying such heavy charges would probably penetrate the light upper decks, they could not penetrate the heavy protective decks, and therefore the engines, the boilers, and the magazines, and the greater part of the personnel were safe from overhead attack.

The experiments of the ex-Iowa and the Ostfriesland have only verified what the naval officers knew and believed before those experiments, and the problem remains, as it existed before, to keep high-explosive charges from detonating under water within the comparatively short danger space of the under-water body of the ship below armor.

The Board of Observers consisted of thirteen Naval officers (in rank from captains down to lieutenant-commanders) and six Army officers (lieutenant-colonels and majors—three of the Air Service and three of the Ordnance Department). The Army officers took part in all deliberations of the Board and arrived at the same conclusions.

The Ostfriesland, which displaced 24,000 tons, was an old ship; her keel was laid in 1909 and she was launched in 1911. Her armor protection above the water-line and her protection against under-water attack were nowhere near as effective as in a modern ship. She was taken out and anchored for the purpose of sinking her. She was only fifty miles from the coast, and the planes were guided to the target by a double line of destroyers placed there for that purpose and to aid and rescue any plane taking the water, which some of them did. Generally ideal summer weather prevailed. The ship was without anti-aircraft gunfire or ability to maneuver, and the planes bombed from the very low altitude of 1,200 to 2,000 feet.

In all, the following bombs were dropped on the Ostfriesland:

		Direct Hits
33	Navy 230-pound	8
8	Navy 550-pound	4
11	Army 600-pound	1
11	Army 1,000-pound	3
6	Army 2,000-pound	0
69		16

The mining effect of the bombs which exploded under water close to the ship on the below-water structure combined with the opening of equalizer pipes and fire-room doors, which was done by the Board of Observers to keep her on an even keel, and the blowing in of the glass air ports was what eventually caused her to sink. This effect, however, was distinctly cumulative, and it is probable that had a crew been aboard they could have handled by the pumps the leakage due to all but the final attack, so that the mining effect of these final attacks would have been greatly reduced and sinking might well not have resulted from the damage actually done by the bombs dropped as they were.

At heights from 1,200 to 2,000 feet at an immovable target 16 direct hits were made out of 69 shots, the others varying from close aboard to missing by 300 feet. As an indication of the rapidly decreasing accuracy due to increased altitude and the target being under way, it should be remembered that on the bombing tests of the ex-Iowa a few days before 22 planes bombed her from 11:24 A.M. to 3:10 P.M. from an altitude of 4,000 feet; 85 (dummy) bombs were dropped in that time and 2 direct hits were made. The other 83 varied from close misses to misses of 600 or 700 feet. The speed of the Iowa was only six knots, which should have had little or no effect upon the accuracy of the bombing. The Iowa was approximately one hundred miles from the coast. Operations against her were delayed one day by fog in which the airplanes could not operate, although this fog did not prevent the Iowa and the attending ships from maneuvering.

The search for and the bombing of the Iowa were conducted by Navy planes (seaplanes). Three Army blimps took part in the search operations. The Army was invited to take part in the dummy bombing, but declined, as they evidently did not consider it advisable to send land planes one hundred miles offshore. If the Ostfriesland had been under way at a speed of twenty knots, and had her anti-aircraft battery been manned and in action, keeping the heavy bombing planes at a safe altitude of 6,000 feet or more, it is reasonable to believe that the chance of serious damage would

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have been very slight from the 69 bombs that were dropped on and about her by 69 planes during the two days. Furthermore, if the Ostfriesland had carried three or four or more fast light pursuit planes (armed with machine guns firing explosive and incendiary bullets), as all modern ships do carry or will shortly carry, these light planes, capable of outmaneuvering with ease the heavy bombing planes, would have shot down a number of the bombing planes before they came anywhere near the target ship.

The damage to the Ostfriesland due to the bombs was identical with what would have been due to mines. Our latest capital ships are so constructed that the damage from these bombs would have been much less than that inflicted on the Ostfriesland.

It is obvious that the sinking of the Ostfriesland (an anchored target with no return fire) would have occurred even under much more unfavorable weather conditions in a very short space of time by an attack of destroyers, of submarines, or of another battleship.

These bombing experiments demonstrated a new and practicable means of placing, under conditions favorable to the airplane, charges of explosive sufficiently close to a capital ship to sink her eventually. The airplane menace is commensurate with the destroyer menace and the submarine menace. The destroyer menace was met by rapid-fire guns and protecting destroyers; the submarine menace was met by listening devices, depth charges, quick maneuvering, and numerous water-tight bulkheads. The airplane is a powerful weapon of offense, and its menace is being met by (first and most important) light, fast pursuit planes, anti-aircraft batteries, speed, and maneuvering.

The Joint Army and Navy Board consisted of the following very able and experienced officers: General Pershing, Chief of Staff; General Harbord, Director of the Operations Division, General Staff; General Haan, Director of War Plans Division, General Staff; Admiral Coontz, Chief of Naval Operations; Admiral Williams, Director of Plans Division, Naval Operations; Captain Cole, Assistant Chief of Naval Operations. This Joint Board, from a careful study of the reports of the Boards of Observers, from actual observations by some of the members of the Joint Board of the bombing experiments, and from their general knowledge of the principles of war and methods of conducting war, arrived at certain general conclusions. These general conclusions are concurred in by an overwhelming majority of officers of both the Navy and Army who have read the conclusions and who are of sufficient experience to make their opinion of any real value. The general conclusions of the Joint Board have been approved by the Secretary of War and the Secretary of the Navy and are quoted below:

> Aircraft either singly or in combination have pronounced ability to search sea areas within their radius of action and to locate naval vessels operating in such areas. When armed with heavy bombs, the radius of action of heavier-than-air types is inadequate for extensive search operations. Darkness, fog, falling or squally weather will greatly reduce the effectiveness of aircraft in search operations.
>
> Inasmuch as these experiments were not conducted under battle conditions it is difficult to draw conclusions as to the probability of hitting a target with bombs from aircraft while in action. Under the favorable conditions existing during the experiments, namely, stationary or practically stationary targets, immunity from enemy interference, excellent visibility and flying conditions, the percentage of hits was greatly in excess of that to be expected under battle conditions. The probability of hitting will be reduced in the case of a target moving at high speed on varying courses; further reduced if the target vessel is protected by effective anti-aircraft armament; and will be practically negligible if the target is protected by effective pursuit planes. The effectiveness of the bomb carried by aircraft emphasizes the necessity for the rapid development of anti-aircraft armament and the provision of pursuit planes as a part of the fleet. Aircraft carrying high-capacity high-explosive bombs of sufficient size have adequate offensive power to sink or seriously damage any naval vessel at present constructed, provided such projectiles can be placed in the water alongside the vessel. Such bombs hitting the upper works of the vessel are disastrous to exposed personnel, serious to light upper works, comparatively slight to heavy fittings such as guns, and negligible to turrets. The effect of direct hits was completely local. In the case of capital ships, the mining effect of bombs will be materially reduced due to the ability of the personnel to free the ship of large quantities of water by means of pumps and to shore up water-tight doors and bulkheads which are in danger of carrying away due to water pressure. Aircraft possess sufficient offensive power to seriously threaten the exposed personnel of naval vessels unless such vessels are protected by pursuit planes. This emphasizes the necessity for the further protection of personnel and for the provision of aircraft carriers to accompany the fleet.
>
> The radius of action of bombing planes limits their effectiveness against naval vessels to coast defense or base defense.
>
> The mission of the Navy is to control vital lines of transportation upon the sea. If no opposition is met from enemy naval vessels, this mission can be accomplished without entering an enemy's coast zone within which bombing aircraft based on shore are effective.
>
> Without an effective navy in time of war a nation must submit to an economic blockade fatal to its trade and the importation of necessary materials for the production of war supplies.
>
> If heavier-than-air craft are to be effective in naval warfare they must have great mobility, and since their radius of action is not great, additional mobility must be obtained by providing aircraft carriers. So far as known, no planes large enough to carry a bomb effective against a capital ship have been flown from or landed on an airplane carrier at sea. Future development may make such operations practicable. Aircraft carriers are essential to the highest efficiency of the fleet. Aircraft carriers are subject to attack by vessels carrying guns, torpedoes, or bombs, and will require, as all other types of vessels require, the eventual support of the battleship.
>
> The battleship is still the backbone of the fleet and the bulwark of the Nation's sea defense, and will so remain so long as safe navigation of the sea for purposes of trade or transportation is vital to success in war. The airplane, like the submarine, destroyer, and mine, has added to the dangers to which battleships are exposed, but has not made the battleship obsolete. The battleship still remains the greatest factor of naval strength. The development of aircraft, instead of furnishing an economical instrument of war leading to the abolition of the battleship, has but added to the complexity of naval warfare.
>
> JOHN J. PERSHING,
> Senior Member.
>
> Approved
> JOHN W. WEEKS,
> Secretary of War.
>
> Approved
> THEODORE ROOSEVELT,
> Acting Secretary of the Navy.

It was not so many years ago that the over-enthusiastic advocates for the submarine prophesied that the submarine would drive the battleship from the seas, as the over-enthusiastic advocates of the airplane now prophesy for the airplane. The one salient feature of the Great War is that the destruction of the British Grand Fleet at any time between August, 1914, and July, 1918, would have won the war for Germany. The Allies recovered from their land reverses in France, Russia, Italy, Gallipoli, and Serbia, but they could not have recovered from the loss of the Grand Fleet. The Germans were fully aware of that fact, and they had in their hands a weapon of terrible menace—the submarine. Why was it not used to destroy the British battleships? Because the defense provided for the battleship was adequate against the submarine.

During the war the land forces had airplanes, tanks, machine guns, and light and heavy artillery in numbers and caliber undreamed of in former wars, and this artillery fired hundreds of thousands of tons of gas shell, shrapnel, and high-explosive shell, and yet when the artillery barrage lifted it was the infantryman in steel helmet and gas mask with a rifle and a bright bayonet in his bare hands that went over the top through the gas clouds, cleaned up the machine-gun nests, and took the desired positions, and in the last analysis the war on the land was won by the fact

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that the British Tommy and the French *poilu* and the Yank doughboy were better infantrymen than the German. The infantry has been called the battleships of the Army and the battleships have been called the infantry of the Navy, and the infantry and the battleship are thus equally honored. And the airplane has no more rendered the battleship obsolete than the airplane and the artillery have rendered the infantry obsolete.

It is not necessary to say that the officers of the Navy stand to-day as they have always stood and always will stand in unswerving loyalty and unselfish devotion to the United States and its people. Their knowledge of the sea and of naval warfare and its possibilities is naturally superior to that of any other group of citizens. The officers of the Navy urge the building of capital ships because they conscientiously believe the capital ship is the Nation's most effective defense, and it is a source of great gratification to them that their opinion is upheld by a fearless, independent, and very able officer who is favorably known to all Americans—General John J. Pershing. In advocating the capital ships the naval officers are not taking part in any mere academic discussion. If war comes, they will go to sea in them, and, like the signers of the Declaration of Independence, they stand ready to pledge to their belief "their lives, their fortunes, and their sacred honor."

LONGEVITY PREFERRED

BY C. WARD CRAMPTON, M.D.

LIFE is a continual barter. Man spends himself to buy the wares of the market-place.

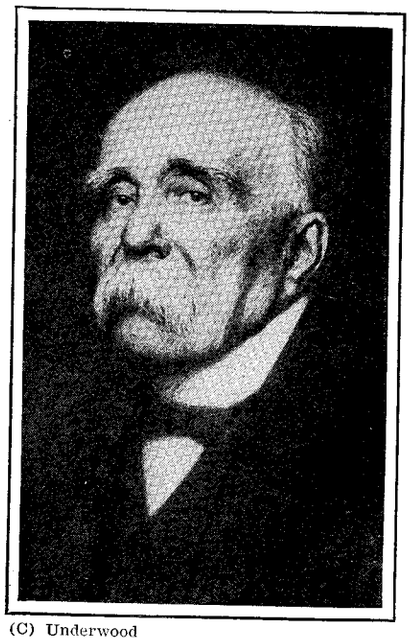
Sometimes he makes a bad bargain. Sometimes he shrewdly buys securities worthy of the name and gains the dividends of rejoicing and peace.

For example, there is Judge Ashton. He is seventy-eight years old, and he is honestly old without pretense or concealment. Physically erect, alert, his gray head reared upon a pair of square shoulders, he is a picture of power in repose. His eye is clear, undimmed by any *arcus-senilis*, his skin wrinkled but firm, his hands unknotted by crippling gouty deposits. Under the surface his heart never misses a beat and the lungs slide smoothly to and fro under a mobile chest wall.

And his arteries. His arteries are of a quality beyond expression! To one whose fingers have become accustomed to the thousand varieties of hardnesses and tensions of the modern old man from thirty to seventy years of age the Judge's arteries are things of joy. No words can do justice to them, for they are walls of clear, live tissue, throbbing evenly under the pulse of clean red blood. His pressure is 130, the reputed normal of the healthy man of thirty years of age, although according to some he may be entitled to a blood pressure of 178—his age plus 100. He and his fortunate fellows have given the modern expert in constructive medicine warrant to the opinion that a blood pressure of 120 to 130 is the characteristic of good health at *any* age.

Go deeper under the blood current, and you will find, supporting a mature mind, an even-toned nervous system smoothly directing the cadences of life. Through all there is a serenity of power and a majesty of soul which have matured from the proving of high principles and purposes under the strains and shocks of more than an ordinary lifetime.

He presents the picture of an age-ripened man, but he is by no means a picture of still life. He has more hobbies than he has horses, although his stable is not a small one. Tennis he had to give up at sixty-five, on my advice, because he could not tone down the slashing hard game he liked to play.



(C) Underwood

AN ILLUSTRIOUS STOCKHOLDER

But he rides a horse, fishes for tarpon and lands them too, and plays golf like a gloriously hopeless dub. He hunts anything from quail to moose, and, although he never did any duck shooting until he was seventy, he can now drop a difficult "incomer" as clean as "Scooter Jake" himself.

Withal he is a clubable man and popular, the leader in his chosen line of social work; as rabid a reformer in politics as he is conservative in business. He has the love of his friends, the admiration of his acquaintances, and the respect of the whole world.

His old age is not only green but bright with the colors of autumn, for he is reaping the fruits of a lifetime's sowing. Constant in labor, generous in effort, wary of excess, and safeguarding against the damage of disease, with an eye to the future, he used his years wisely and well.

His exercise, prescribed by a physician who knew muscles and men as well as medicine, brings him enjoyment, refreshment, and companionship. His periodical visits to his Chinese-plan physician preserved him from serious disease.

His principles which cost him most, paid the greatest largesse, but the hobby of his heart, quiet, unobtruded service to his fellow-men, paid the most in golden moments.

He bought Longevity Preferred.

THIS stock can be purchased by those in very moderate circumstances. It is not necessary to be rich. Of a score of those who might be used as examples, Ethan Franklin is perhaps the best because his proud but aged chest holds a great and happy heart—a heart open to songs of birds, the laughter of children and their sobbing as well, to the hail ho! and the wail wo! of his friends and acquaintances.

He is the janitor—"the Servant in the House"—of a pretentious church just off Main Street, where the glory of the Lord is rivaled by the presumptuous splendor of the pillars of the church and their wives.

He cleans the carpets, dusts the pews, and is cheerful, thoughtful, and kind. In his spare moments he is a tinker, a buyer and seller of odd goods, and thus he doubles the pittance he gets from the economical servants of the Lord. But the Master himself adds the daily wages of a full-ripened righteousness.

Still on this earth, he is also in heaven, for you can hear his harp as he dusts off the throne. Yes! He owns a big block of Longevity Preferred, unconsciously purchased in the passing years of a long, active life.

ON the other hand, there is Colonel Keating, who earned his military title with the famous Black Horse Cavalry, a troop which was surpassed by few in the brilliance of its political record. Keating has had a successful public career, and now holds a desirable State sinecure. He owes his success largely to his almost uncanny knowledge of human weaknesses and the ways to make use of them for his own purposes.

He "feebled" into my office the other day and tried to bully me into a line of treatment which he thought would make him young enough for a fling or two at what he calls "life." He was like a half-strung violin across whose slackened strings the hand of Time draws the bow of the hours, awakening doleful and shuddering sounds. He had spent most

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of his nerve cells and half of his kidney tubules for a thousand riotous "good times." His arteries are as hard as his soul. He is apparently too tough to die, and he boasts that the devil does not want him for fear of competition in hell.

His one delight was in evil, and now he has lost the capacity to enjoy it. Therefore he goes from South Springs to Polar Spa, from Florida to Banff, in search of health, until he has become the world's best-informed bath-room orator on calories, massage, and sprays, while his spine has been adjusted from Maine to California.

He has spent the coin of his life. He put his money into himself. He got what he is now paying for, and he is writing the receipt in full. He cannot buy Longevity Preferred; he has not got the price—he is bankrupt.

But here is one, a typical New Yorker, who has bought almost everything on the list except Longevity Preferred, and now, when he sees the first letter of the handwriting on the wall, like the astute man he is, takes heed and acts decisively. He is "Rock" McLean, the famous corporation maker.

He was born on the coast of Maine sixty-four years ago. About his birthplace grow the spruce from which the best airplane propellers in the world are made. Their wood, from the tiniest rock crevice sprouting, is twisted and writhed by weather and wind, toughened by such stresses as permit only the exceptionally strong to survive and breed their kind. Tested by a half-dozen generations of this rigor, McLean is of the same quality.

Just as the Maine spruce propeller was taken from its growth place to beat its whirling course through tempest and war, so McLean, a boy of fourteen, left his home and plunged into the maelstrom of the metropolis.

He never stopped to play. His stern objective called for every waking moment and his work became his recreation. He exemplified the copy-book virtues of fifty years ago—industry, frugality, honesty—and some others which we think are more modern, such as push, progress, and power. He developed a series of industries, linked them into a chain with himself the master link, and bound huge forces of nature to the needs of man. A typical expression of the genius of the time, he has become a capital of a pillar of civilization in the temple of the world.

He is not all crude business. He is a discriminating patron of art and music; his house is in good taste from cornice to cellar (*sic*). He is a wonderfully successful man.

But he is beginning to crack.

He came in to see me. He wanted to work twenty years more at the same speed he had been going. This outrageous demand was quite in accord with his custom—a custom that made people hustle to get results, and results was all he wanted now.

He had felt a bit dull early in the afternoon and after dinner and sometimes a bit of pressure just between the eyes. Nothing the matter at all—oh, no! Only he had looked into the life extension idea, thought it good, and he wanted the best of the kind with particular attention to his own individual needs.

At least that was what he said. As a matter of fact, he was a bit apprehensive of the years ahead.

But he was man enough to want to know the facts and to face them.

He had already sought out one of the most prominent medical men of the city and had laid his case before him. After what seemed to be an almost cursory examination he got one of those flashing, incisive diagnoses that had made this consultant justly famous: "There is nothing much the matter with you except that you are sixty-four years of age and out of condition. Run along now and give me a chance to take care of some really sick people. If you really want to get into shape and stay in shape, go and see a friend of mine who thinks that people like you are often worth while saving."

McLean gasped; he was not used to being told to move on. But he did. His flagging adrenals had been jarred, and he was stirred with an angry energy as he followed the suggestion and applied for a block of Longevity Preferred.

There are two kinds of clothing which bring men to common level where they stand on their own merit alone. One is the khaki olive drab that the quartermaster issues to the rookie, and the other is the suit with which nature provided us at the beginning of our more or less independent existence. The khaki usually bags and sags all over when he first puts it on; later he fits it better. Our first, original suit of clothes, however, fits well at the start, but begins to sag and bag after it has been worn a few decades. Pressing and cleaning help it somewhat, but the fit is good or bad as we make it.

Capitalists seldom look like a million dollars when they are stripped—they most frequently look like a million others.

McLean was no exception.

His frame was rugged enough, but it was hung with soft, aristocratic, white meat. He looked as if he had been superbly strong—once.

His head was set solidly on a pair of massive shoulders which were thrown back in a manner quite impressive until you discovered that they served to balance a well-developed paunch. His chest, resting on his abdomen, was firm and strong, but it hardly moved with his breathing—an almost immovably fixed bony cage. Telltale traceries of fine blue veins made a faint lace-work across the trunk.

His heart was apparently of normal size, but it was entirely too large for the amount of work it had been called upon to do. It certainly had not been developed by any honest muscular effort. The pulse was also suspiciously slow and strong. The blood pressure, taken as he sat on the chair, was an even one hundred and fifty, well below the average for the age; taken standing, it was a little lower; but lying down, the secret of the large size of the heart and slow pulse rate was revealed, for the pressure rose to one hundred and eighty-five—a common but seldom recognized sign of worse things to follow.

His only good muscles were those of his jaw and the grip.

A series of tests and laboratory reports completed the picture of a superb bodily equipment driven hard but coddled; indulged but neglected—three-quarters of its vital capital spent.

A little hardening here, a little hypertrophy there, a scar or two of a half-cured infection; he was like a big, high-powered automobile that had been driven long and hard while most of the attention it had received had been spent on the upholstery.

He was in danger.

Half a century ago he had come to New York a biological millionaire. He had spent his fortune, earned a million in money, and had become almost a biological bankrupt.

He had lived much—he wanted more. Considering all matters, it seemed as if he deserved it; at least the world would certainly be the poorer without him, and it might be far richer if only his services could be enlisted directly for the common good.

So I took him in hand. First I carefully explained to him that he was a human being. This was a difficult task, for he was accustomed to consider himself as a president, a director, an institution, or a composite of them all.

My next task was to convince him that he was not to be saved by bran, baking, or bacilli, nor yet by the appropriation to his personal use of the glandular essentials of his arboreal ancestors. This was a much more difficult task, for the idea of having some inferior do the hard work for him had a deep-rooted appeal.

It was a sad thing to point out to him how much he had lost by not buying a little stock and putting it in safe deposit as he went along. But regret helped to sweeten him a bit and made for humility, which is always good for those who think they have title to the earth either by inheritance or by conquest.

He began to realize that he had work to do. But he understood the nature of work and the necessity for it.

So to make it clear to him just what coin he had to pay, I put the cost in schedule form in terms of 100, just like dollars. And those who want to buy can also learn in what coin they have to pay.

I told him the stories of the Judge with the Youthful Arteries; of the Janitor of the Gilded Church, with almost as full a wealth of ripened youth; and of the tottering old Colonel, the Sanitarium Connoisseur.

He wanted to know exactly where he

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stood in comparison with them all, so I gave him the scores as follows:

LONGEVITY PREFERRED—COST OF ONE SHARE AT PAR

Kind of Coin	Value	The Judge	The Janitor	The Colonel	The Capitalist
1. Immediate attention to present condition	10	10	9	4	10
2. Habit of medical watchfulness	10	10	9	8	10
3. Habit of proper exercise	10	10	10	0	0
4. Habit of repose	10	10	10	8	4
5. Habit of self-control	10	10	10	4	8
6. Hobbies	10	10	8	0	0
7. Habit of bodily care	10	10	8	10	10
8. Habit of service	10	10	10	0	4
9. Habit of friendship	10	10	10	0	5
10. Habit of work	10	6	10	0	5
Total	100	96	94	34	56

He caught the idea at once and pressed me for details. I told him the details came only by experience, but he was entitled to an outline at least.

He was pleased to be rated perfect on the first item, "Immediate Attention to Present Condition," but I warned him that the Colonel also had good medical care, but only deserved a score of four because he tried to cheat his doctors and succeeded only in cheating himself. So I had given him the 10 tentatively during good behavior.

The perfect mark in "Habit of Medical Watchfulness" was also provisional, depending upon his regularity in reporting at stated intervals for his tests and examinations. He objected strongly to the zero under "Habit of Proper Exercise" because he was able to touch his toes with his hands "without bending his knees" and he belonged to two golf clubs. But I knew that he seldom played at either club, and I explained that touching the toes is only an interesting and deceptive substitute for the real thing. He submitted to authority with bad grace, but afterward, when he found by his own experience that proper exercise meant an interesting programme of recreation, walking, breathing, and entertainment as various and as full of purpose as the whole shopful of drugs, he agreed with rejoicing.

He fought the low rating on "Habit of Repose." If there was anything he prided himself on it was his cold calmness under all kinds of stresses that would make even the good men about him waver. To be rated so close to a mere sanitarium invalid was too much for his equanimity, and he exploded. I quietly explained that his kind of calmness was not that elastic resiliency of the well-conditioned mental athlete, but a forced iron grasp on his straining nerves, and then I was faithfully unkind enough to call his attention to the fact that he had just exploded.

In fact, I had to rate him less than perfect on his "Self-Control" because it was too much in evidence—a handicap instead of a virtue. He needed to be a little less rock and a good deal more human elasticity.

If it were not for his perfect ability to manage his various desires and indulgences in food, drink, and tobacco, I would have rated him much lower than eight.

Hobbies? He had none. He had driven the mastodonic motor trucks of life and had ridden in its luxurious limousines, but he had never ridden a hobby. He never had had the pleasure of taking his friends to his hobby stable and trotting out his blue-ribboned prizes for inspection and putting them through their paces to dance and caracole for the company, nor of grooming them with his own hands, to amble over green fields or race and riot to the ends of the earth. Blessed is the man who has at least one hobby in his stable.

McLean had none. His father had none, so I knew that we had to go back to his ancestors; but one at least he must have.

On "Habit of Bodily Care" he received a full score of ten, for he was as precise as mathematics in all the niceties of civilized grooming. On this point and on "Medical Care" he scored ahead of the Light-Hearted Janitor, whose poverty kept him from a perfect score. Though he was as neat as a cat, he could not be a sybarite.

McLean snorted at "Service" as part of the price, but accepted my verdict with reservations. He had never asked for quarter nor had he given it. Some time in the future he may be shown that the only way to get full happiness is to sow the seeds for your own reaping. Perhaps I can prove to him that he can make others produce happiness for him by the simple process of making them happy first.

Pleasures may be bought brand new, but real happiness is always second-hand.

As a good capitalist, I expect him to warm to the idea of having hundreds of thousands working to make him happy. Perhaps when his *heart* is warm he will give himself without thought of return, and then it will be real.

Friendships of a personal nature he never had, for he was dependent upon no one and prided himself on the fact. He leaned on no one, made demands on no one, and missed that half of life that is given to us, and which we cannot buy, nor seize, nor get by conquest. He had only what he had worked for. So I explained the anatomy of friendship to his theoretical mind, and asked him to think over the list of his acquaintances who might become friends.

At the final cost item, "Work," we nearly came to a break, for if there was anything in his life that he had done, it was work. He opened the flood-gates and revealed more than I had imagined or the public had guessed—how in time of National stress, by labors unremitting and herculean, he had turned and directed huge tides of industry and human activity to preserve a nation's safety and credit.

I was amazed and a bit awed. The task of saving, maturing, and perhaps molding this gigantic force, so great as to be self-destructive, was in my hands. But I quoted one of my favorite phrases —"*Labor omnia vincit*"—and stressed the reflexive significance: "Labor conquers everything"—*even the laborer himself*. By the same token I rated him 5 instead of 10.

As we added up the items he looked at his total of 56 sadly, and noted again the array of discouraging zeroes, and I knew he was asking himself the questions: "Is it worth while?" and "Can I ever make it?" And I waited for a moment until I saw the answers coming in the look of determination that settled over his face. "Of course you can and will; you are already on your way." "Yes," he replied, "but it's hard to teach an old dog new tricks." "True, but it is comparatively easy to bring out of an old dog the tricks that he knew as a pup and the traits of the whole race of dogs in general. I have a theory that as one grows older he merely adds traits to those he already has and outgrows none; he overgrows them. That boy you were in Maine never died in New York City. He is buried under the additions of your young manhood and your busy adult life. To make you 'a boy again just for to-night' it is merely necessary to unearth the young rascal, dust him off a little, and get acquainted with the kid that you *are*. Moreover, there is the whole youth of the human race that can crop out when you give it a chance. You are full of youth and all you have to do to make it real is to realize it."

He laughed, a little embarrassed, and I knew he caught the vision.

"Then you don't want me to retire?"

"No, I don't; you have nowhere to retire to—yet."

"Well," he said, "you may order a big block of that Longevity Preferred stock; I'll take all there is in the treasury. I want it, and will pay for it too."

And as he went off with a new snap and a swing to his step I knew that he already was drawing his first dividend on Longevity Preferred.

AUTHOR'S NOTE: The pictures in this article are drawn so faithfully to life that many will see their own likenesses. Let no one, however, be vain enough to imagine that he is the very one whose portrait is presented. Each picture is a composite of real men, so blended that their individualities merge into clear and distinct traits, strikingly characteristic of the type.

Nevertheless—one of these is YOU. Which one?

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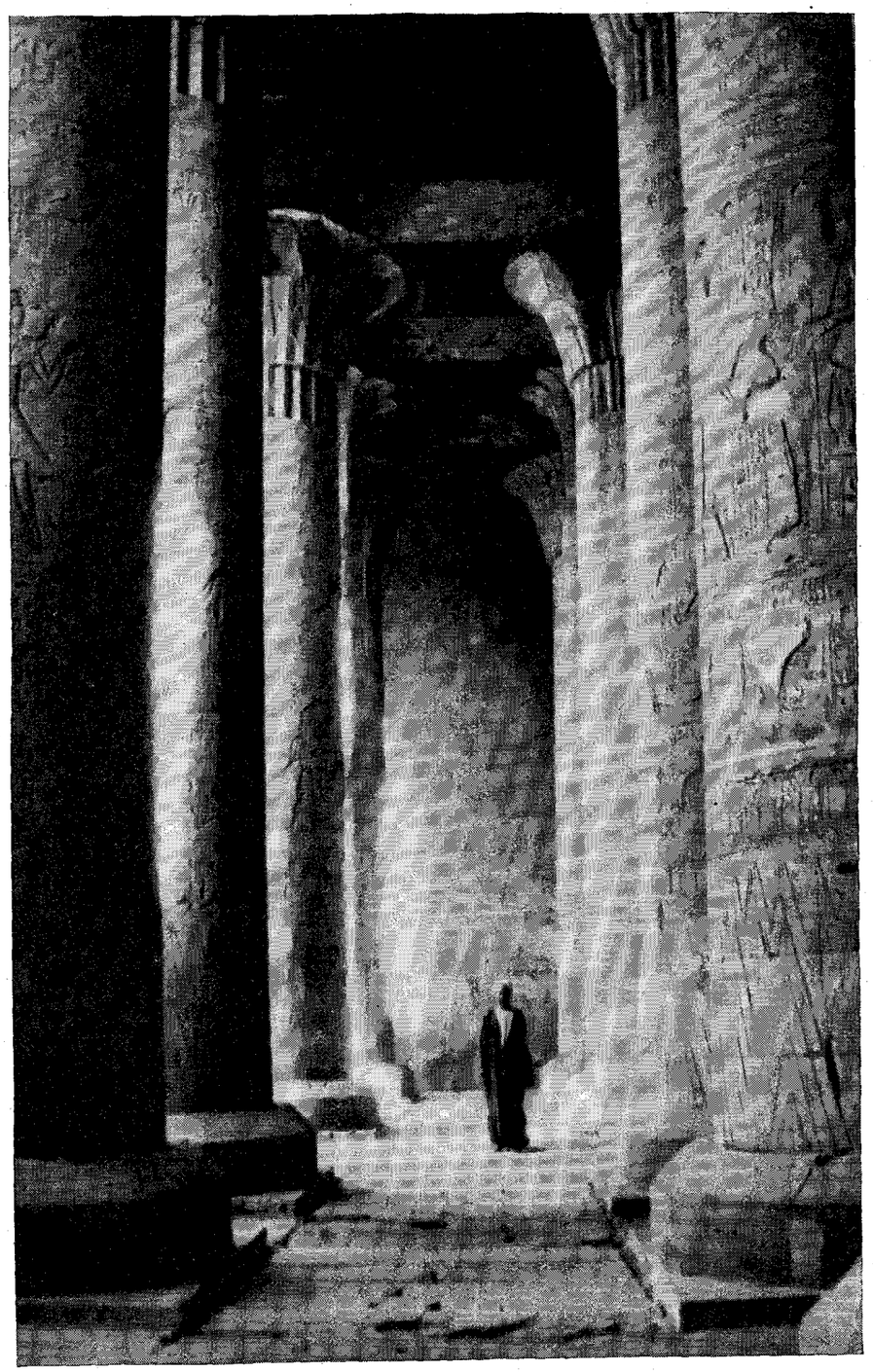
IN THE HALLS OF KARNAK

PICTURE FROM AN OUTLOOK READER



In the deserted halls of the Temple of Karnak in Egypt, our contributor writes, an occasional living figure is seen, who, with his long robe, is strangely reminiscent of those who walked there in the days of the Pharaohs. Yesterday in Egypt, she adds, is as the yesterdays of all time. Dynasties have passed away, the rulers of the earth have perished, but the soul of Egypt is the same. Pharaohs, Kings, Emperors, and Sultans have not changed the soul of Egypt. "I shall not change, I have not changed," the soul of Egypt cries to-day. "I am old, I am scarred, my temples are in ruins. My people have felt the yokes of other peoples, but I am Egypt"

From Laura Grover Smith, Los Angeles, California

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THE BOOK TABLE

ENGLAND IN THE NINETIES[1]

WE seem to be getting the personal portraiture of social and political England by decades. The sixties were so pictured by Mr. Justin McCarthy, the seventies by George Russell, the eighties by Horace Hutchinson, and now we have Mr. E. T. Raymond's discriminating talk about notable people in the nineties. It comes closer to the present day than the title suggests, because not a few of the famous persons described lived well into the present century—Kitchener and George Meredith, for instance, while a few are living and still in the public eye, as John Morley and Arthur Balfour and Thomas Hardy. Thus the book biographically bridges over the interval between the end of the Victorian epoch and the beginning of the Great War.

What is noteworthy about Mr. Raymond's book is that it contrasts gratefully with the fluffy, irrepressible, and irresponsible flood of gossip and tittle-tattle of which we have had a little too much of late. Mrs. Asquith's writing and that of the "Gentleman with a Duster" may serve as examples. This does not mean that "Portraits of the Nineties" is not entertaining; on the contrary, it is all the more so because its anecdotes and incidents have been skillfully chosen to bring out salient traits of character and, combinedly, to offer a picture of the period's tendencies. Weaknesses and foibles are freely presented, but there is full recognition of abilities and things accomplished. Literary and political criticisms are interspersed, always keen and humorous but never bitter. Here, for instance, is a bit about Carlyle and Hardy:

> Somebody accused Carlyle of bringing a load of woe to one's doorstep and leaving it there. Mr. Hardy does not exactly leave it. He is far more thoughtful than that. He rings the bell, explains with perfect charm and lucidity every item in the pack of trouble, and carefully explains to the householder that, however mean he may feel, it is no good his trying to do anything.

With this may be coupled the author's explanation of the reason why George Meredith was not and could not be a journalist:

> The highest merit of the journalist is to make complicated things clear, and dry things readable; Meredith's genius lay in the direction of making the simplest things obscure, and the most ordinary things out-of-the-way. The dread of being commonplace seems to have inclined him especially to verbal contortions when he was conscious of some thinness or ordinariness of thought. When he has really something to say he often says it strongly and naturally; there are deep things and true things in Meredith which could hardly be better, more shortly, or more lucidly expressed.

Equally pungent, turning from the literary to the political field, is the story of Queen Victoria, the patronizing, and Cecil Rhodes, the Empire Builder:

> Rhodes belonged to that terrible order of men who conceive themselves, by virtue of the grandeur and purity of the visions that absorb and inspire them, released from the ordinary restraints appropriate to humbler people. "What have you been doing since I last saw you, Mr. Rhodes?" asked Queen Victoria once. "I have added," was the reply, "two provinces to your Majesty's dominions."

Gladstone's career passed its culminating point early in the nineties—he died in 1898, at the age of eighty-nine; but he remained a great figure in the public mind, and it is interesting in this book to contrast the characterization of Gladstone, Salisbury, and Disraeli. The secret of Gladstone's power over those he met, says Mr. Raymond, was "massive seriousness, deriving from his intense sense of the eternal." Salisbury, he holds, was far from being what Bismarck sneeringly called him, "a lath painted like iron." But Mr. Raymond thinks "Lord Salisbury was in essence as pacific as Mr. Gladstone. In practice he was even more a man of peace, since his caution took the form of guarding against war, while Mr. Gladstone inclined rather to the modern 'Pacifist' line of calling war 'unthinkable'—and not thinking about it till it came." It will surprise some readers that the dignified statesman of later days was in his youth a journalist and that "there was a considerable streak of Bohemianism in Lord Salisbury." Apropos of his Fleet Street days a pleasant anecdote is told:

> Many years after, a fellow-leader-writer was presented to him at some official garden party. Lord Salisbury, who had a bad memory for names, and was very short-sighted, was saying the usual formal things when the sound of the journalist's voice suddenly brought a flood of old memories. "Hello, Billy," he said, shaking hands warmly, "whose turn is it to pay for the beer?"

As to Disraeli, the author selects one of the innumerable anecdotes about him because it illustrates at the same time Disraeli's insincerity and Gladstone's lack of humor—or rather, refusal to see anything amusing in duplicity:

> Some one told Mr. Gladstone with great glee how Disraeli went to some picture show, and delighted the artists by most lavish praise. This work showed sublime genius; that recalled the grade of Gainsborough; this the somber power of Caravaggio; that the splendid color of Titian; that the severe purity of outline of Mantegna. And then, when Disraeli was well clear of the men he had flattered into frantic worship of him, he murmured to a friend: "What an ordeal; such fearful daubs I never saw!" To this story Mr. Gladstone listened with a steadily increasing frown, and at the end of it he struck the table emphatically with his fist. "I call that—*devilish*," was his comment.

One of the most notable chapters of this volume deals with the singular personality of Herbert Spencer. Philosophically speaking, the author agrees with those who think that the Spencerian philosophy long ago reached the stage of being much quoted and little read. "To Spencer," Huxley said, "tragedy is represented by a deduction spoiled by a fact." "You have such a passion for generalizing," said George Eliot, "that you even fish with a generalization."

Physically Spencer was an old bachelor valetudinarian. "On the whole," he wrote a friend at thirty-one, "I am quite decided not to be a drudge, and as I see no probability of being able to marry without being a drudge, why, I have pretty well given up the idea."

How far in singularity Spencer's hypochondriacism carried him is told in amusing detail:

> The mind revealed in the printed page as disdainfully careless of any consideration but truth, which could face without a shudder the dread emptiness of eternity as Spencer imagined it, was in private occupied with all kinds of old-maidish whims. His bed "had to be made with a hard bolster beneath the mattress, raising a hump for the small of his back, while the clothes had a pleat down the center, so that they never strained but fell in folds around him." He devoted an enormous amount of thought to his ear-stoppers; at that time he could not live out of London, and yet he could not bear the noise of London; so that he "corked" himself, after the manner of Miss Betsy Trotwood, whether at the club or at his lodgings. He liked whiting for breakfast, and disliked haddock, and if haddock were served he was full of complaints about the "gross defects of integration, co-ordination, or whatever else the attendant molecular shortcoming might be."

Numerous are the anecdotes about the energetic Bishop Creighton, of London. One sample of his quick-wittedness will suffice:

> When Mandell Creighton was Bishop of London it fell to him to admonish an earnest High Church Vicar, working in the East End, on the subject of incense. The Vicar, pleading hard for his point, appealed to his record as a parish priest. "Dr. Creighton," he said solemnly, "for twenty-five years I have held here a cure of souls, and—" Before he could finish the sentence, Creighton cut in with a joke. "Cure them, certainly," he said, "but surely you need not smoke them."

Looking at the nineties as a completed period, Mr. Raymond finds that it was significant for what it wasn't as much

[1] Portraits of the Nineties. By E. T. Raymond. Illustrated. Charles Scribner's Sons, New York. $4.50.

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as for what it was—"what we are and suffer was in the main decided for us a quarter of a century ago." He enlarges this idea in a chapter of sweeping social survey, from which we select a passage:

> The nineties were essentially a time of transition. They resembled that point in the life of a caterpillar when a change of skin is almost due. The thing is at once lethargic and uneasy; its qualms and its inertia alike suggest coming dissolution. But beneath its rusty coat the essential activities are going in, and presently the old constrictive covering will split, and a quite new-looking creature emerge. What may be called a sort of fatigued shabbiness was observable in the upper strata of society during the nineties. The split in the caterpillar's coat had begun, but had not proceeded far; patches of dead skin, of skin not quite dead, and of new skin thrusting its way through the ancient envelope gave a mottled and unsatisfactory appearance. The old society was visibly finishing; the new society had only arrived in spots; and each was not quite sure of itself. . . . The old aristocracy seemed conscious that the new pace would kill—the pace of the petrol age just then opening up. They were right. The twentieth century had not much more than dawned before the old caterpillar skin definitely gave way, and something quite new appeared, vigorous and symmetrical, with a keen appetite and a sure objective; the aristocracy of what may be called dynamic wealth, the wealth that reproduces itself by a sort of geometrical progression.

R. D. TOWNSEND.

THE NEW BOOKS

FICTION

HERMIT OF TURKEY HOLLOW (THE). By Arthur Train. Charles Scribner's Sons, New York. $1.65.

It is always a pleasure to read a crime and mystery story written by some one who knows criminal law and the practice of the courts—full half of such stories have ludicrous blunders from sheer ignorance. Mr. Train's experience in the District Attorney's office guarantees this point. We are glad to meet again that human and wily lawyer, Tutt—we hope that the little book will grow into a second volume of "Tutt and Mr. Tutt" stories. The murder mystery in this tale is a queer one, and there are well-sketched characters, particularly the villainous and grasping prosecuting attorney.

MARTIN CONISBY'S VENGEANCE. By Jeffery Farnol. Little, Brown & Co., Boston. $2.

A tale of pirates (including a girl pirate), slavery, vengeance, buried treasure, and adventure. Those who liked Mr. Farnol's "Black Bartlemy's Treasure" will enjoy this story also, as it is in a measure a continuation of that romance.

PRIDE OF PALOMAR (THE). By Peter B. Kyne. Illustrated. The Cosmopolitan Book Corporation, New York. $2.

A story of southern California by the author of "Kindred of the Dust." It is largely occupied with a repetition of the familiar extreme anti-Japanese arguments. It has also, however, considerable plot interest and a pleasing picture of life on an old Spanish hacienda. In places the writing and dialogue are emotional and sentimental.

SPORT

SPORT OF OUR ANCESTORS (THE). Being a Collection of Prose and Verse Setting Forth the Sport of Fox-Hunting as They Knew It. By Lord Willoughby de Broke. Illustrated by G. D. Armour. E. P. Dutton & Co., New York. $10.

Any one who may think, on reading the title of this book, that it is a kind of morgue containing remains which are destined to unhonored but deserved oblivion, will be agreeably disappointed. The descriptions of English country life and the changes that motor cars and the Great War have made in it furnish exceedingly pleasant and instructive reading; and the various chapters are surcharged with enthusiasm for what an old fox hunter called "the holy and blessed baying of the hounds." Almost anybody with the slightest sporting instinct will delight in the book, with its attractive pictures, some of them in color, of the happy days when fox hunting was in its prime.

BOOKS FOR YOUNG FOLKS

IN THE TIGER'S LAIR. By Leo E. Miller. Illustrated. Charles Scribner's Sons, New York. $2.

An exciting tale of the further adventures of the two boys who found the Incan treasure in Mr. Miller's story, "The Hidden People." How they got into and out of the "Tiger's Lair," how narrowly they escaped torture and death, how they encountered the supposedly extinct saber-toothed tiger, and much else that is thrilling, make up a story sure to please boy readers.

TRAVEL AND DESCRIPTION

SEEING THE SUNNY SOUTH. By John T. Faris. Illustrated. The J. B. Lippincott Company, Philadelphia. $6.

A fairly comprehensive account of the scenic regions of the South, written in agreeable style and with much of local history of non-controversial character included. The book will open many readers' eyes to the attractions of sections of the country that have been somewhat neglected by the tourist, to his own disadvantage.

WAR BOOKS

FOCH; THE WINNER OF THE WAR. By Raymond Recouly. Translated by Mary Cadwalader Jones. Charles Scribner's Sons, New York. $3.

PRECEPTS AND JUDGMENTS. By Ferdinand Foch. Translated by Hilaire Belloc. Henry Holt & Co., New York. $4.

PRINCIPLES OF WAR. By Ferdinand Foch. Translated by Hilaire Belloc. Illustrated. Henry Holt & Co., New York. $7.50.

The first of these volumes gives us information concerning Germany's willingness to surrender. Germany wanted an immediate cessation of hostilities, because her armies, she feared, had become a prey to Bolshevism, and because her forces had become insufficient in number and inferior in quality, and, most important of all, because there was to be a great new Entente offensive. This Marshal Foch planned to launch on November 14, 1918. The news of this offensive was the determining point in bringing about the surrender. The book is written by one convinced, as he says, that the Entente Allies were victorious, not only because of their loftier morale, but because they had the advantage of co-ordinated military talent in their leaders, which found its highest expression in their Generalissimo—Foch. The second of the volumes also gives us interesting information concerning the Marshal in the sketch of him contributed by Major Grasset. The main matter in hand in this volume and the entire matter of the third volume should challenge the notice of all students of military history. These two volumes certainly constitute a classic on warfare. They explain in Foch's own words how it was that he could guide the fighting of 1918 to a successful issue. They show how and why the war was won.

EDUCATIONAL

PUNCTUATION AND CAPITALIZATION. By Frank H. Vizetelly, Litt.D., LL.D. The Funk & Wagnalls Company, New York.

A compendium of sensible, brief suggestions about subjects that often puzzle writers and printers.

BOOKS RECEIVED

POETRY

BALLAD-MAKER'S PACK (A). By Arthur Guiterman. Harper & Brothers, New York. $2.

CHILDREN'S GARLAND OF VERSE (THE). By Grace Rhys. Illustrated. E. P. Dutton & Co., New York. $3.

DOGTOWN COMMON. By Percy MacKaye. The Macmillan Company, New York. $1.50.

EVERYDAY POEMS. By George Elliston. The Stewart & Kidd Company, Cincinnati. $1.50.

LEGENDS. By Amy Lowell. Houghton Mifflin Company, Boston. $2.

LYRICS OF THE LINKS. Compiled by Henry Litchfield West. Illustrated. The Macmillan Company, New York. $2.

MERRY-GO-ROUNDELAYS. By Edward Anthony. The Century Company, New York. $1.50.

RELIGION AND PHILOSOPHY

FOLLOWERS OF THE MARKED TRAIL. Teacher's Manual. By Nannie Lee Frayser. The Abingdon Press, New York. 90c.

FOOTPRINTS OF FAITH. By David Paulson. The Life Boat Publishing Company, Chicago.

IN TUNE WITH THE INFINITE. By Ralph Waldo Trine. Dodd, Mead & Co., New York. $1.75.

MY PHILOSOPHY AND MY RELIGION. By Ralph Waldo Trine. Dodd, Mead & Co., New York. $1.50.

MISCELLANEOUS

BOOKS AND HABITS. By Lafcadio Hearn. Dodd, Mead & Co., New York. $2.

PROFIT SHARING BY AMERICAN EMPLOYERS. Examples from England. Types in France. A Report of the Profit Sharing Department of the National Civic Federation. E. P. Dutton & Co., New York. $8.

RISK, UNCERTAINTY, AND PROFIT. By Frank H. Knight, Ph.D. Houghton Mifflin Company, Boston. $3.

SEX. For Parents and Teachers. By William Leland Stowell, M.D. Illustrated. The Macmillan Company, New York. $3.

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Scribner's Magazine *for the year* 1922

Senator
Depew's Recollections

These papers are the intimate talk of Senator Depew about the great men and events of his long and distinguished career—the unique record of a career which began to be important more than sixty years ago. Senator Depew has known every President of the United States from Lincoln to Harding.

What Am I?
What Shall I Believe?

Two remarkable studies in the interpretation of personality by Edward G. Spaulding, Professor of Philosophy at Princeton, and well known elsewhere by his lectures at the Brooklyn Institute, the Harvard Summer School, and by his writing. These articles are for the layman, and have a direct personal application to life and conduct.

Michael Pupin's Own Story

This is the absorbing story of a Serb who had read about America, the land of opportunity and freedom, and who ran away from home at the age of fifteen with a fellow student. He is now Professor Pupin of Columbia, the inventor of the Pupin coil, which put telephone wires underground and which made long-distance telephoning possible. He will tell his own story in SCRIBNER'S MAGAZINE.

Europe at Work *by* Whiting Williams

Mr. Williams has been at work all summer in the factories and coal-mines of France, Belgium, and Germany. He will write several articles regarding his adventures and his conclusions gained therefrom under the general head of "Europe at Work." Few observers, if any, have paid such a price in sweat or other discomforts for getting their opinions over so wide a field.

The World and the Stars

Doctor Hale, of the Mt. Wilson Observatory, will continue his remarkable articles which have been showing how the constitution of matter is revealed by the laboratory of the stars.

The Fiction Is a Feature of Scribner's

Among established Scribner favorites whose stories will appear this year are Henry van Dyke, Katharine Holland Brown, Mary Synon, Mary Raymond Shipman Andrews, Louis Dodge, Edward C. Venable, Abbie Carter Goodloe, Charles Belmont Davis. Stories by a group of new writers will appear, among them James Boyd, Alexander Hull, Dorothy Livingston, Walter Gilkyson, W. Edson Smith, Arthur Tuckerman, Camilla Kenyon, Rebecca Hooper Eastman, Rebecca N. Porter, and John Biggs, Jr.

The Financial Situation
The Point of View, The Field of Art

[THREE DEPARTMENTS IN EACH NUMBER]

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FINANCIAL DEPARTMENT

The Financial Department is prepared to furnish information regarding standard investment securities, but cannot undertake to *advise* the purchase of any specific security. It will give to inquirers facts of record or information resulting from expert investigation, and a nominal charge of one dollar per inquiry will be made for this special service. All letters of inquiry should be addressed to THE OUTLOOK FINANCIAL DEPARTMENT, 381 Fourth Avenue, New York.

ARE RAILWAYS VITAL?

BY L. A. DICKINSON

MANAGER TOURING AND TRANSPORTATION BUREAU, AMERICAN AUTOMOBILE ASSOCIATION

TWENTY years ago only the actual invasion of this country by armed forces could have caused more consternation or promised more widespread misery than the threat of a country-wide strike of railway employees. In those days, before the era of motor transportation, the greater part of the Nation was dependent absolutely upon the railways for every necessity of life, water carriers being relatively unimportant and their zone of influence limited. For many years previously the railways had played an extremely large part in the rapid development of the whole country—in fact, it is impossible to imagine any extensive development anywh without adequate means of transportation, both of raw mater and of finished products.

Only in the early pioneer days, when the problem of liv was practically reduced to its fundamental factors of f clothing, and shelter, was it possible for each family or c munity to exist and prosper independently of its neighb With the advent of railways secular isolation rapidly di peared, and the close of the nineteenth century found a hig complex social and industrial development with only one me

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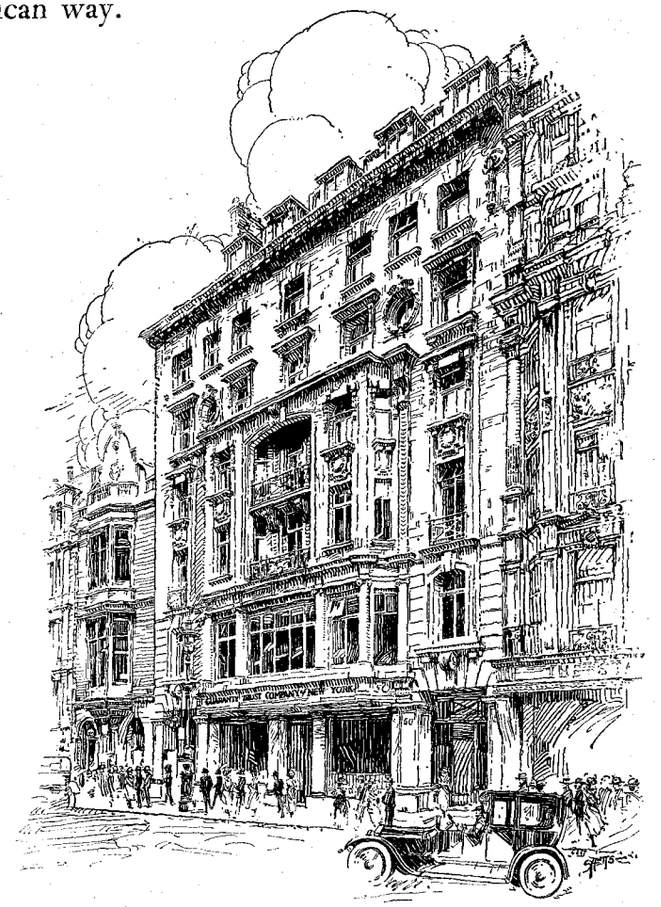

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of intercommunication between different sections—the railways.

History shows that whenever civilization reaches an *impasse* which requires a drastic change in existing methods some revolutionary discovery or invention is always forthcoming to bridge the gap and permit continued progress. In the realm of intercommunication of ideas the printing-press followed handwritten parchments, this in turn being supplemented successively by the telegraph, the telephone, the wireless, moving pictures, and now the new wireless telephone.

Just so with methods of transportation. The invention of the steam locomotive was one of the greatest forward steps of modern times; but even this had eventually to be supplemented by the electrically operated trolley in order to take care of suburban and intraurban passenger traffic. Up to the beginning of the present century, however, the railways reigned supreme as freight carriers, and even after the automobiles began to come into general use as passenger-carrying vehicles a full decade elapsed before it came to be generally recognized that the new type of carrier which was finding so much favor among pleasure tourists was also adapted to purely utilitarian purposes. In fact, the value of motor trucks for any except short hauls over paved city streets was almost completely overlooked by shippers until the vital need for rapid transportation of stupendous quantities of war munitions swamped the railways of the country and forced the Government to turn in desperation to the almost untried motor truck for relief of the alarming congestion at all the railway freight terminals.

How promptly and how nobly the automobile industry of the country rose to the emergency is now pretty well known in a general way to nearly every one who has given any thought to the matter at all, but the handicaps and obstacles which had to be surmounted almost overnight have never been generally recognized. In the first place, the development of the motor truck has been so exceedingly rapid that even yet it has scarcely passed the experimental stage. The ever-increasing demand for trucks for special purposes necessitates constant revision of existing types, and even the invention of entirely new ones at frequent intervals. The motor-truck industry is still passing through the stage in which passenger vehicles found themselves a decade ago, when standardization was still incomplete and manufacturers vied with one another in the production of new and sometimes bizarre types in the race to catch the popular fancy.

Then, again, there was the question of roads. Unlike railways, which have sole jurisdiction over their respective rights of way, automobiles are forced to use the public highways, and must take the bad with the good. Figures compiled by the National Automobile Chamber of Commerce show that in the year 1920 motor-car owners paid into the Federal, State, and municipal treasuries

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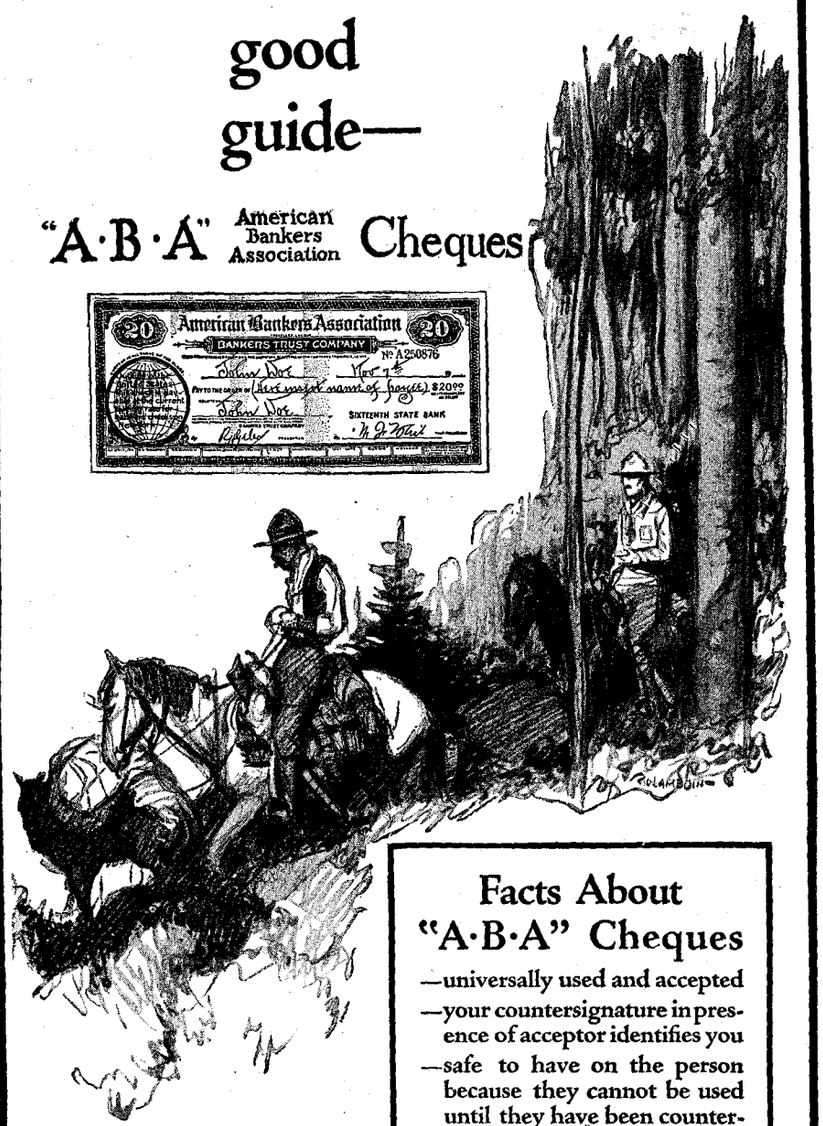

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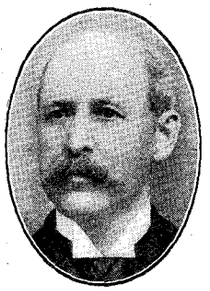

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FINANCIAL DEPARTMENT
(*Continued*)

in the form of taxes and license fees the stupendous total of nearly $317,000,000. A large percentage of these moneys are by law required to be expended in the construction and maintenance of public highways, yet practically none of the eight million or more individuals and corporations who own these cars have any direct jurisdiction over the manner in which these funds shall be expended.

Obviously, the widespread improvement in roads simplifies enormously the problem of transportation of commodities by motor trucks. Such transportation being shown to be possible, the only questions remaining to be answered are whether it is both practicable and profitable. For certain classes of commodities the practicability of motor-truck transportation as compared with that by rail is self-evident. Relatively short hauls of perishable food products, such as milk, butter, fresh eggs and vegetables, and ripe fruits and berries, can certainly be effected much more quickly by motor truck than by rail, particularly when the latter method involves one or more transshipments or reloadings. In such cases the element of time is all-important, since it governs the percentage of spoilage, and this in turn determines the ultimate profit. Truck gardeners depend upon large cities for a market; but large cities are constantly growing still larger. This means that land which was formerly devoted to gardens is rapidly being converted into suburban residential territory, thus forcing the truck gardener farther and farther away from his market. If the roads are good, however, this extra distance is of no importance, because a motor truck can cover a distance of forty or fifty miles in three or four hours, thus getting its load to market while the produce is still in a perfectly fresh condition.

Another form of transportation which is peculiarly adaptable to motorization is city and suburban delivery service. In fact, the supremacy of motor trucks for this kind of work has become so firmly established that in some cities a horse-drawn truck is becoming almost a rarity.

From the foregoing it appears that the shipment of practically all classes of commodities by motor truck is entirely practicable provided that the roads over which such shipments must be made are properly built and maintained. Hauls of several hundred miles are perfectly possible—in fact, they became a necessity during the war—but the question of economy under such conditions is quite another matter. The whole question of intercity transportation by motor truck is so very new that not many figures have as yet been compiled regarding the relative costs involved. It is possible to shed some light on the situation, though, by referring to a very able address on "Motor Truck and Railway Freighting" delivered by Mr. W. J. L. Banham, General Traffic Manager of the Otis Elevator Company, at the Highway Transport Conference in 1920, and printed in the form of a brochure by the Motor Truck

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Committee of the National Automobile Chamber of Commerce.

"There seems to be no question at the present time that the carrying of less-than-car-load shipments to short-haul points by the rail carriers is not only expensive to the shippers, but is also unprofitable to the carriers," said Mr. Banham on this occasion. "The expense of transferring the less-than-car-load shipments one or more times when moving within fifty miles of the receiving station and the additional expense caused by delay of equipment have been recognized by the Government, with the result that the United States Railroad Administration during the war ruled that freight destined within a certain radius would not be handled by the rail carriers. . . .

"In practically every instance it is necessary to prepare material for freight in an entirely different way than if it moved by motor truck direct from the shipper to the receiver. It is necessary to go to considerable additional expense for boxing and crating or to protect by other means in order to prevent loss or damage in transit. This additional packing expense is necessary on account of the number of handlings the less-than-car-load shipments receive at the hands of the teamsters and carriers after the material leaves the shipping department."

Comparative cost figures show that the short haul is the most economical, the saving which is effected by the use of motor trucks gradually decreasing as the distance lengthens, until at a distance of about one hundred and thirty miles the cost of the two methods of transportation is about equal. Beyond this point it is not economical to operate motor trucks, because for longer hauls the railway rates increase only very slightly, while the cost of shipping by truck advances by leaps and bounds.

There can be no doubt that the motor truck has come to stay; moreover, the development of the trucking industry promises to be even more remarkable during the next decade than was the case with passenger cars during the one which has just passed. Of the ten million automobiles in the United States at the present time, one million, or ten per cent, are used for commercial purposes. Infant industry though it may be, statistics show that fully one-third of the freight of the country is moved by motor trucks already, so that it appears as if this particular infant will not be very long in attaining maturity.

Among a legion of other users, but by no means the least of them, is the Post Office Department. On July 1, 1920, this important branch of the Government service had in operation in 153 cities no less than 2,606 Government-owned motor trucks, as well as a large number which are operated under contract. Besides all these the War Department turned over to the Post Office Department 5,512 additional trucks, of which 1,444 are in use in the city delivery service. More significant still is the fact that this same Department is operating a fleet of 132 trucks over more than 7,000 miles of trunk highways covering practically every State east of the Mississippi River.

For a year or more the National Automobile Chamber of Commerce has been collecting data regarding the motorized express lines in the United States. Several months ago the records showed that nearly 3,000 were then in operation in nearly every State in the Union, though naturally most of them are located in the Eastern States, where the roads are better and the need for quick transportation is greater. The larger proportion of these lines operate out of the biggest centers of population, but in States like New York, where all the large cities are connected by paved highways, it is possible to ship almost anything by motor truck to practically any point desired. Of course this particular phase of the industry is still very much in the experimental stage, due to the lack of any really comprehensive figures on the exact costs of such service. Nevertheless this deficiency will be remedied in time, and when the business becomes standardized to the point where it will be possible for the truck owners to figure their costs more accurately in advance, there is no doubt that it will attain a magnitude which will far surpass even the wildest dreams of its most enthusiastic advocates.

PROHIBITION IN TURKEY

THE article entitled "The Freedom of a City," in the December 1, 1920, Outlook reminds me of a story I heard not long ago as to the effects of prohibition in Anatolia.

In an interior town lived a woman and her husband. This poor woman suffered much at the hands of her husband. He had got into the evil way of drink, and every night on coming home used regularly to beat his wife.

One night the man came home and the expected beating was not forthcoming. "How strange!" thought she. "Why did my husband not beat me to-night? Is his mind much occupied? What is the cause of this?"

The next night when the husband came home and called for his dinner she went before him with her usual dread of the beating, but again there was no beating. She pondered much upon her husband's unusual actions and his apparently kindly manner toward her, but found no explanation for his conduct. But on the third night when she found there was no beating she inquired the cause, and was told that the Great National Assembly, headed by Mustafa Kemal Pasha, at Angora had passed a law that no more drink was to be sold.

"God bless our stepfather!" she exclaimed.

ANNIE T. ALLEN.

Near East Relief, Angora.

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There may not be any hidden treasures in any of your chests or cabinets, but there may be some rare old book in your library, some historic piece of plate in your cupboard, or some talent of your own that might be advantageously marketed by means of a brief advertisement in The Outlook's classified advertising section.

Thousands have advertised property, employment, and other opportunities in this way and have profited by it. Unemployed have used it effectively to secure positions.

Those of you who have read The Outlook regularly for years without having made use of this classified advertising service have overlooked a practical opportunity of unusual possibilities.

If you are in need of a household helper, companion, nurse, governess, teacher, or business or professional assistant, you will probably find that a small advertisement in this department will bring prompt and gratifying results.

The steady growth of this department bears witness to its ability to get results.

The advertising rate in this section is only ten cents per word, including name and address.

Decide now what you need or what you want to sell, and then send us your advertisement before you forget about it.

Department of Classified Advertising

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For rent, furnished bungalow camp, bank of St. Lucie River, Florida, surrounded by fruit grove. $500 season. For particulars write WM. A. SELSER, 10 Vine St., Philadelphia, Pa.

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$500 Gets Farm With 5 Cows Team; 125 acres; 6-room house, barn, all $2,500. Details page 23 Catalog 1100 Bargains. FREE. STROUT FARM AGENCY, 150 BM Nassau St., New York City.

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BOARDERS wanted in private family near Vassar College. Adults only. References required. 31 La Grange Ave., Arlington, N. Y.

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FOR SALE—The Wilkinson House, for tuberculous patients, at Liberty, N. Y. A well established business. A rare chance for doctor or two graduate nurses. Write E. W. Ford.

COOKING for PROFIT. Earn handsome income; home cooked food, catering, tea room, etc. Correspondence course. Am. School Home Economics, Chicago.

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WANTED—Competent teachers for public and private schools. Calls coming every day. Send for circulars. Albany Teachers' Agency, Albany, N. Y.

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HEAD councilor for aristocratic summer girls' camp: 25-35 years, refined, healthy, resourceful. Protestant. College graduate preferred. Lock Box 26, New London, N. H.

Companions and Domestic Helpers

MOTHER'S helper to take charge of three small children. State salary expected. References. Address 16 E. High St., "The Heights," Lebanon, Pa.

WANTED on Saturdays. Woman of refinement and tact, to be companion to two boys of school age. Next summer in the country might, later on, develop in connection with this work. 644, Outlook.

RELIABLE working housekeeper to assist mother with care of home. Physician's family. Send references. J. C. Dingman, Spring Valley, N. Y.

HELP WANTED

Companions and Domestic Helpers

MOTHER'S helper and household assistant. One child 3 years. Suburb New York. Good wages, good home. 631, Outlook.

SITUATIONS WANTED

Professional Situations

NURSE, practical, desires care of invalid or child. Willing to travel. References. Mrs. Fletcher, 60 Georgetown, Buffalo, N. Y.

Business Situations

DIRECTOR in community house desires like position elsewhere; or in boys' home. Or as teacher in private school. Over eight years' experience. 600, Outlook.

Companions and Domestic Helpers

LADY experienced in the management of larger and smaller households desires position as visiting housekeeper, companion, or secretary. 570, Outlook.

A young lady of refinement and culture, aged 30, four years voluntary nurse during World's War, is desirous of securing a position as companion to lady going to California or Florida. Highest references as to social standing and qualifications. Miss Coleman, 4 West Melrose St., Chevy Chase, Maryland, Washington, D. C.

LADY of refinement, Protestant, married, no children, living in New York City, desires useful, responsible occupation where efficiency and thoroughness are demanded. Has experience in several lines of work. Speaks French, German, and some Italian. Highest references. 632, Outlook.

REFINED, experienced woman desires position as mother's assistant or housekeeper-companion. References exchanged. 634, Outlook.

REFINED Protestant woman desires position as companion for elderly lady. References exchanged. 637, Outlook.

WANTED—Position by a Protestant middle-aged trained nurse as companion or nurse to invalid or semi-invalid. Good traveler. Willing to live any place. Best of references. Address E. A. Havens, Box 305, Westbrook, Conn.

SITUATIONS WANTED

Companions and Domestic Helpers

CALIFORNIA—Lady physician going to California will act as companion for lady or children during trip in exchange for expenses. 643, Outlook.

CULTURED young English woman, willing to travel, desires position as secretary, housekeeper, or governess. References. 641, Outlook.

Teachers and Governesses

GOVERNESS position desired by young woman (aged 22), born in America, brought up in Germany. Speaks four languages. Two years of university training. Willing to go in the country. Reference, Miss Alice E. Fitts, of Brooklyn, N. Y. 648, Outlook.

FRENCH young woman, college graduate, would take few more pupils—my studio or your residence. Telephone Rhinelander 8079. 636, Outlook.

GOVERNESS—Teacher, refined, well educated, experienced, desires position. Splendid for backward children. 635, Outlook.

NURSERY governess, German, middle-aged, Protestant. Supervision all English branches. Best physical care. Kindergarten. Last reference 11 years. Country preferred. 638, Outlook.

MISCELLANEOUS

BOYS wanted. 500 boys wanted to sell The Outlook each week. No investment necessary. Write for selling plan, Carrier Department, The Outlook Company, 381 Fourth Ave., New York City.

MISS Guthman, New York shopper, will send things on approval. No samples. References. 309 West 99th St.

TRUNKS, BAGS, SUITCASES. Why pay two middlemen profits? Buy from factory direct. Send for free catalog. Monarch Trunk Factory, Spring Valley, Ill.

ACCURATE typewriting intelligently done at home. Called for and delivered. Reasonable rates. Lillian Levine, 2264 Amsterdam Ave., New York City.

M. W. Wightman & Co. Shopping Agency, established 1895. No charge; prompt delivery. 44 West 22d St., New York.

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Better not take chances. New-Skin has antiseptic properties. It helps to prevent trouble from infection, and the covering, or film, of New-Skin protects the newly forming tissues.

15c. and 30c. *At all Druggists*

NEWSKIN COMPANY
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"Never Neglect a Break in the Skin"

Send the Coupon

CHAMBERLIN METAL WEATHER STRIPS
"SINCE 1893-THE STANDARD"

Ends Draughts, Dust and Coal Waste

Save 25% to 50% of your fuel costs. Keep out draughts, dust and smoke. Stop rattling doors and windows.

See how inexpensive to install in your building.

Tell me the cost of equipping my building with Chamberlin Metal Weather Strips (check whether Home, Factory, Office Building, Church, School.)

Give number of outside *Doors*_____ *Windows*_____

*Name*_____

*Address*_____

Chamberlin Metal Weather Strip Co., Detroit, Mich.
Eng. Dept. S

BY THE WAY

THE editor of a house organ speaks plainly about what he calls "the annoying practice of being called on the telephone and then being asked to wait until the person calling me has been notified that I am on the line. The inference is," the writer goes on, "that the person calling is very busy, while I am not; that his time is worth money, while mine is not; that he doesn't like to sit with a receiver to his ear waiting for a call to be completed, but that I do. As a matter of fact, the person calling may be of far more importance than I and his time may be worth more, but unless he is a good customer and pays his bills promptly, I am justified in thinking that I have been imposed upon."

Illustrating the fact that confusion sometimes occurs in the use of words with different meanings but which are pronounced alike, a subscriber writes: "An Idaho trapper was told that the Idaho statutes require that the *four* feet of coyotes be brought to a representative of the State Game Department in order to secure the legal bounty on these animals. The trapper repaired to the mountains and industriously hunted coyotes all winter, saving the *fore* feet of all the coyotes he caught for the bounty money. Of course he did not get it."

"The Bookman" calls the following announcement, once published by Benjamin Franklin in the "Pennsylvania Gazette," "a graceful effort in bill collecting:"

> All Persons indebted to Benj Franklin, Printer of this Paper, are defired to fend in their refpective Payments: (Thofe Subscribers for the News excepted, from whom a Twelve-Month's Pay is not yet due).
>
> *Gentlemen, it is but a little to each of you, though it will be a confiderable Sum to me; and lying in many hands wide from each other, (according to the Nature of our Bufinefs) it is highly inconvenient and fcarce practical for me to call upon every One; I fhall therefore think myfelf particularly obliged, and take it very kind of thofe, who are mindful to fend or bring it in without further Notice.*

The British Post Office, which manages the telegraph system in England, has decided that it will not allow "alright" to go into a despatch. Its reasons for rejecting this linguistic combination, which has obtained some vogue on both sides of the Atlantic, are as follows:

"According to Murray's New English Dictionary, which is used for reference in this office, the expression 'alright' is obsolete. It is therefore regarded as an irregular combination, chargeable as two words in an inland telegram."

A young woman friend, a subscriber writes apropos of an anecdote in this column about "unfortunate remarks," called on a matter-of-fact clergyman who had befriended her fiancé during his illness. After telling with deep feeling something of her gratitude for the clergyman's kindness to the young man, she wound up with, "And I would like you to marry me, Doctor," having in mind of course her approaching union with her now fully recovered fiancé. The minister gasped: "That would mean unhappiness for both of us, my dear girl."

Who is the oldest man or woman in the country who is still actively at work? A newspaper despatch tells of Kansas twins, farmers, who at ninety still do a day's work; not long ago The Outlook told of a New England manufacturer, aged ninety-one, who goes to business every week day; the "Railway Age" says that Albert Stone, eighty-six years old October 8, has worked for the New York Central seventy-one years and is still at it. What others?

Political economy need no longer be regarded as the dismal science. An article in "Collier's" on the economic condition of Europe, slightly scornful of "experts," begins in this way:

> Scene at the Centralia Hotel in Illinois.
>
> Enters a candidate for Governor on a spellbinding tour. Up to him goes a trim, auburn-haired waitress.
>
> "Good-morning, young lady, what lovely hair you have."
>
> "Good-morning."
>
> "Would you mind stepping around to this side of the table, young lady, and raising the window shade?"
>
> She walks to the window and raises the shade.
>
> "Splendid! Now I can get the wonderful light effects on your hair. . . ."
>
> "G'wan and order your breakfast. I've been kidded by experts."

Phillips Brooks's quick wit was shown in a reply quoted in Dr. Allen's biography of the famous preacher. A clergyman who was going abroad talked in jest to a little group, among whom was Bishop Brooks, about bringing back a new religion with him. "You might have some trouble in getting it through the custom-house," some one remarked. "No," observed Bishop Brooks; "we may take it for granted that a new religion would have no duties attached."

A parish church, a Scotch paper says, was being beautified with a stained-glass window. The old sexton was watching the work. The rector, seeing him thus intent, remarked: "Well, John, and what is your opinion of the window?" "Weel," was the reply, "in ma opeenion they micht hae been content wi' the gless as God made it."

A Boston subscriber sends us the following leaf from his own experience in illustration of "Boston culture on the links:"

Caddie (just emerging from the deep woods and holding aloft in triumph a golf ball which the player had sliced badly and supposed would be irretrievably lost, calls out)—"*Mirabile dictu*—it's found!"

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